

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 919—Vol. XXIII.]

LONDON, SATURDAY, APRIL 2, 1853.

[Price 6d.]

Suitable for Engine Building, Iron Forge, Blast Furnaces, Foundry, Rolling Mill, Wagon Building, Saw Mill, Deal and Timber Yard, Chain and Anchor Works, Patent Ropery, Artificial Manure, Patent Fuel, or other Chemical Works, Sail-cloth Factory, Agricultural Implement Manufacture, Brewery and Malting, or any other business requiring extensive space and building accommodation. Also, 14-horse Steam Engine, Boiler, Cranes, Deals, Coal Tubs, &c.

MR. GEORGE HARDCASTLE, auctioneer, is ordered to SELL, by AUCTION, without reserve, upon the premises, on Monday, April 4, 1853, punctually at Two o'clock in the afternoon, the

LEASEHOLD ENGINE MANUFACTORY AT CASTLE EDEN, in the county of DURHAM, lately in the occupation of Thos. Richardson, Esq., deceased. This desirable establishment, which occupies a commanding commercial position within the southern boundary of the Durham coal-field, and in the centre of an important agricultural district, abounding in magnesian limestone, is most advantageously situated at the point where the Stockton and Sunderland turnpike road crosses the Hartlepool Railway, 10 miles from the main line of the York, Newcastle, and Berwick, and six miles from the deep-water wharves of Old and West Hartlepool.

The property includes large foundries, numerous shops for engine building, smiths and joiners' work, &c., &c., and spacious yards, the whole held at the almost nominal rent of £15 per annum, under a lease which will not expire till November 13, 1858. Also, will be sold at the same time and place, but separately from the above-named property, a **HIGH-PRESSURE LEVER ENGINE**, 12-in. cylinder, 2 ft. 10-in. stroke, fly-wheel, driving shafts and sheaves, and hot and cold water pumps; **ENGINE BOILER** 15 ft. by 5; steam and water pipes; fire frames and bars; fan-blast; 10 new coal tubs; malleable iron shafting, with cones and sheaves; two powerful foundry cranes, capable of lifting 10 tons each; double iron crane, blocks, and tested chains; 2-ton cranes; metal columns, shafting, and clutches, gravel screen, engine-beam balance-weight, metal pump, metal borings, fire grates, pair of large carriages, with brasses, sundry valuable machinery patterns, malleable iron rails and churning-rails, way coke wagon, boiler wagon, timber wagon, and detached body; ash timber, oak spoke-wood, and wagon shafts; stout deals and iron rails; a large quantity of tiles, roofing timbers, joists, flooring, and useful scantling; broad step-ladder; oak posts, &c., &c.; office or library bookcase 12 ft. by 8, in five parts, with closets, &c.; patent shower-bath; and sundry other articles of importance.

Inspection of the premises will be granted on application to Thomas Richardson, Esq., Castle Eden. Luncheon will be served at One o'clock; the sale will commence at Two to a minute, and be continued till all is absolutely sold. **TERMS**—Under £20 in cash; above £20 in approved bills at four months' date, or 2½ per cent. discount will be allowed for cash in lieu of bills. **Sunderland Sale Offices**, March 14, 1853.

LLANELLY, SOUTH WALES.

MESSRS. FULLER AND HORSEY WILL SELL, BY AUCTION, at the Mart, on Tuesday, April 5th, at Twelve o'clock, the **PATENT FUEL WORKS, LLANELLY**, a port of much importance on the coast of Carmarthenshire, having direct railway communication with London. The buildings, which are principally of stone, were erected about ten years since, and comprise a **FACTORY OF TWO FLOORS, 60 feet by 40 feet**, with a wing on either side; on the ground floor, an engine-house, two lofty brick chimneys, a shed for loading or unloading, counting-house, a well, several ponds or reservoirs for water, and a spacious yard, having entrance by folding gates. The total area is about 88,000 superficial feet. The docks are adjacent, and tramways have been constructed from the works to the landing stages in the docks, affording the greatest facility for landing or shipping goods. The main line of the South Wales Railway is also immediately contiguous. The works are at present fitted with **PLANT AND MACHINERY** for the **MANUFACTURE OF PATENT FUEL**, having steam power equal to 30 horses, but the premises are well adapted for lead, silver, tin, or copper works, equally so for a brewery or distillery, mill, either of both of which are much needed from the increasing population and importance of the place, large quantities of flour being annually imported to Llanelly. A portion of the ground could be advantageously occupied as building ground for cottages, which are in great demand. The whole held for a term of 50 years, at a ground rent of £50 per annum. To be viewed till the sale.—Printed particulars, with plans, may shortly be had on the premises; at the principal inns at Swansea and Bristol; at the Auction Mart; and of Messrs. Fuller and Horsey, Billiter-street, London.

DESIRABLE INVESTMENT.—TWO VALUABLE FREEHOLD ESTATES, IN THE PARISH OF WHITCHURCH, DEVON.

MR. T. B. GILL WILL SELL, BY AUCTION, on Tuesday, the 19th April, 1853, at the Queen's Head Inn, Tavistock, at Three o'clock in the afternoon, subject to such conditions as shall be then and there produced, the undermentioned **FRESHOLD ESTATES**, with **PASTURAGE** on the following **DOWNS**:—**Lot 1**, West, Werry, Short, Plaster, and Whitchurch, also Fawcett Common, with Venial and Turbary rights, on the Forest of Dartmoor; the former giving the occupier of either estate the unlimited and valuable rights of pasturage, the latter of cutting turf, &c., thus ensuring a cheap and abundant supply of fuel.

Lot 2—Comprises all that well-known and valuable estate called or known as **BOYTON**, in the parish of Whitchurch, Devon, containing 78 a. 1 r. 22 p., or thereabouts, of prime **ORCHARD, MEADOW, ARABLE, and PASTURE LANDS**, with convenient and substantial **DWELLING HOUSE**, also all necessary **OUT-BUILDINGS**, in excellent repair.

Lot 3—Comprises all that well-known and valuable estate called or known as **PENKINGTON**, in the parish of Whitchurch, Devon (adjoining Lot 1), containing 45 a. 3 s. 15 p., or thereabouts, of prime **MEADOW, ARABLE, and PASTURE LANDS**, with convenient and substantial **DWELLING HOUSE**, also all necessary **OUT-BUILDINGS**, in excellent repair.

These estates are at present occupied by a respectable tenant, at the moderate rental of £120 per annum, for the remainder of a term of fourteen years, nine of which are unexpired, determinable at the expiration of the first seven by twelve months' previous notice in writing. The above property affords an opportunity for investment hardly to be met with, and is situated 2½ miles from Tavistock, and 12 from Plymouth (both excellent market towns), also ¼ miles from Loppwell Quay and Lime Kilns, and eight from New Quay, Morwellham and Ganton Quays, from either of which an abundant supply of manure of all descriptions can be obtained.

To mine speculators this offers an excellent opportunity for investment, on account of several valuable **MINERAL LODES** running through the estates, for which large sums have been offered the present proprietor. On the above property there is an abundant supply of water; and the contemplated railway passing near the same confers the value considerably. The present proprietor, to meet the views of purchasers, has no objection to leave a portion of the purchase money on the estate, subject to give or take 12 months' notice for payment of the same.

For viewing the property, apply to Mr. F. Prouse, tenant, at Boyton; and for further particulars to the auctioneer, West-street, Tavistock; or Mr. C. V. Bridgman, Billiter, Tavistock.

Dated March 26, 1853, Auction and Land Agency Office, West-street, Tavistock.

OUNT'S BAY, CORNWALL.—ACTON CASTLE, LATE THE RESIDENCE OF VICE-ADMIRAL PRAED (deceased), WITH FIFTY-TWO ACRES OF FREEHOLD LAND.

MR. WILLIAM RICHARDS will SELL, BY AUCTION, at Bill's Union Hotel, PENZANCE, on Thursday, the 28th day of April next, Four o'clock in the afternoon, the fee simple and inheritance of and in all that **ANSON** called **ACTON CASTLE**, with the **STABLES, COACH HOUSES, and BUILDINGS AND OFFICES** usually attached to a gentleman's residence, situate the parish of **PERRANTUNOUE**, in the county of **CORNWALL**. And also of the **MESSEAGERS, FARM LANDS, and TENEMENTS**, lying contiguous to castle, consisting of arable and pasture land, containing 32 acres, and which have been improved and cultivated under the superintendence of the deceased owner. It is a farm house, an excellent barn and outhouses, as well as three cottages; on the estate, with cattle house and every requisite convenience for farm purposes, including a powerful thrashing machine. The property will be sold without reservation, and will include the underground profits of the whole of one part, containing 31 acres 0 rods 22 perches, and a moiety of another part, containing 19 acres 8 rods 5 perches of the estate, the latter of which was purchased subject to this reservation. Lodes of silver, lead, and copper are known to exist throughout the property, repeated applications having been made to the late Admiral Praed from the agents for grants to work the same.

Also, the **FREE SIMPLE** of and in **ONE UNDIVIDED EIGHTH PART** of the **FIELD** forming part of the **TENEMENT OF RESIDGEGON** alias **RUDGAY**, whole containing 19 acres, more or less, situate in the parish of **ST. HILARY**, with a right of common in **Resudgeon Downs**. There are no mineral rights in this portion of the property.

Acton Castle is situate on an eminence commanding a charming prospect of Mount's Bay, over the whole of which it looks, and comprehends a most picturesque view of Michael's Mount, as well as the whole extent of the western shore of the bay, including the town of Penzance, with a bold outline of hills in the background. The castle is within half-a-mile of the great turnpike-road to Falmouth and Penzance, and the latter of which places it is distant about six miles, and at a distance of four miles from the castle the same road passes the **Marazion** station of the **West Cornwall Railway**, which is now open to Penzance and Truro, offering communications to east and west four times a day. A railway is also in progress of formation between **Truro** and **Plymouth**, which will complete the communication to London.

The above property will be sold as an entirety, and subject to such conditions as shall be produced at the sale.

Property may be seen at any time between this and the sale, and further particulars obtained of the auctioneer, Mr. W. Richards, Penzance; or at the offices of Messrs. Robd, Darke, and Cornish, solicitors, Penzance.

Dated, March 23, 1853.

MINING CAPITALISTS.—TO BE SOLD, BY PRIVATE TREATY, the absolute **FREEHOLD AND INHERITANCE OF STRONG MILL GROUND**, abounding in undoubted indications of the presence of **COPPER, IRON, and IRON ORES**, of very superior quality. The land adjoins a good road, which leads to a shipping port only five miles distant. There is abundant water-power on the premises for working the mines. It is seldom that so able an opportunity is offered to the enterprising capitalist. For further particulars, apply to Mr. Thomas Rawson, mining agent, Carnarvon, North Wales.

MR. JAMES CROFTS, of No. 1, FINCH LANE, CORNHILL, MINING BROKER.

Mr. J. CROFTS begs to OFFER his SERVICES for the PURCHASE or SALE of MINING SHARES of every description, and not being a DEALER, transacts business only for principals on commission.

Mr. Crofts having resolved to extend his business, more generally in reference to DIVIDEND MINES, has on hand, or can procure, the best of those appearing in the London market, and in the columns of the *Mining Journal*, which, judiciously selected, will pay the highest rate of interest of any known security.

In **PROGRESSIVE MINES**, Mr. Crofts when called upon to recommend will do so. The mines of this class most in demand this week have been as under:—

North Buller	Wheal Wrey	Wheal Golden
Wheal Uny	West Bassett	North Wheal Trelawny
Wheal Bell and Lanarth	Rix Hill	Wheal Edward
Knockatrellane	Trefusis	Clive
Great Hewas Tin	West Ding Dong	East Tamar
North Caradon	Wheal Guskus	Wheal Norris
Wheal Guskus	Cwm Darren	North Damsel
Boringdon Consols	Penllyn Court	Bainoon Consols
Wheal Russell	Tavy Consols	Merilyn
Cubert	East Russell	Herodafot
Calstock United	Wheal Russell	North British
South Devon Consols	Henstock	Scottish Australian
Wheal Zion	Wheal Yeoland	

Mr. Crofts transacts every description of business through the medium of the Stock Exchange, but more particularly in **COLONIAL GOLD, PORT PHILIP, and NOUVEAU MONDE**; and **NORTH BRITISH, and SCOTTISH AUSTRALIAN LAND SHARES**; also **VAN DIEMEN'S LAND LAND COMPANY, and MEXICAN and SOUTH AMERICAN SMELTING COMPANY**.

Hours of business:—Half-past Nine till Five, daily. Bankers—The London Joint-Stock Bank, Princes-street, City.

Dated Friday, April 1, 1853, No. 1, Finch-lane, Cornhill.

NO. 1, FINCH LANE, CORNHILL.—The gentleman who gave an order for Ten Shares in **WHEAL ZION**, at £6 per share, on 30th March, is requested to CALL on the undersigned, and PAY for the same.

JAMES CROFTS, Mining Broker.

MR. JAMES LANE, MINING AGENT, 33, THREADNEEDLE STREET, LONDON (Established 10 Years).

Begs to inform his friends and the public, that the SHARES which he is prepared to DEAL IN are not confined to the limits of an advertisement, but would refer to the general list of the *Mining Journal*, and is in a position to TRANSACT BUSINESS in all mines quoted in that list. Mr. LANE will furnish a list with latest prices on application.

MR. JOSEPH JAMES REYNOLDS, STOCK & SHAREBROKER, 21, THREADNEEDLE STREET, and 28, NEW BOND STREET, PICCADILLY.

MR. REYNOLDS has BUSINESS TO TRANSACT in the following MINES:—

Acqua Fria	Kilbricken	Tresavean
Alfred Consols	Leeds and St. Aubyn	Trumpet Consols
Ally-y-Crib	Leeds Town Consols	Tyn-y-Worlod (late)
Anglo-Californian	Leant Consols	Tywardreath
Bainoon Beacon	Levant Liberty	Tywarhaye
Bedford United	Linares	Union Tin
Bell and Lanarth	Marke Valley	Unity Consols
Bieton Consols	Mary Ann	United Mines (Tavisk.)
Black Craig	Mendip Hills	United Mines (Gwen.)
Bodmin Consols	Merilyn	Venton
Boringdon Consols	Monarch Gold	Wellington
Boscawell Downs	Mostyn	West Abraham
Bosconan Brewer	Nausegollan	West Alfred Consols
Bottle Hill	Nant-y-Car	West Caradon
Britannia Gold & Copper	Neptune	West Damsel
Bronfloyd	North Levant	West Darlington
Burra Burra (Australia)	North Frances	West Ding Dong
Callington	North Basset	West Stray Park
Caradon Wood	North Buller	West Phoenix (free sh.)
Carsons Creek	North Cornwall	West Providence
Cathedral Carvannal	North Damsel	West Russell
Castle Dinas Carn Brea	North Pool	West Seton
Cwm Erbin	North Roskear	West Treasury
Cwm Darren	North Star of Hope	West Trellehan
Cawson Hill	North Wheal Trelawny	Wheal Biech
Chyprase Consols	North Wheal Trelawny	Wheal Carn
Clive	Orskell	Wheal Catherine
Colonial Condurrow	Par Consols	Wheal Comfort
Cook's Kitchen	Pembroke & E. Crinnis	Wheal Clifford
Carvannal	Pendarras and St. Aubyn	Wheal Golden
Cradock Moor	Penhale Consols	Wheal Ellen (Breage)
Crow Hill	Penryn Court	Wheal Elys (Wendron)
Croft	Pennance Consols	Wheal Fanny
Darwen	Perran St. George	Wheal Fatwork
Devon and Courtenay	Phoenix Great Consols	Wheal Fortune (Breage)
Devon Consols North	Poltimore	Wheal Kitty
Devon Great Consols	Port Philip & Col. Gold	Wheal Langford
Devon Kapunda	Præd Consols	Wheal Lovel
Dolcoath	Prigant Consols	Wheal Norris
Duke of Cornwall	Rix Hill	Wheal Russell
East Alfred Consols	River Hill (Salop)	Wheal Biech
East Basset	Silver Valley	Wheal Samson
East Black Craig	Sidney Godolphin	Wheal Squire
East Darren	Sourton Consols	Wheal Surprise
East Halamanning	South Frances	Wheal Tebudy
East Margaret	South Caradon	Wheal Trefusis
East Pool	South Condurrow	Wheal Trelawny
East Russell	South of Scotland	Wheal Tremayne
East Seton and Maude	South West Phoenix	Wheal Tryphena
East Tamar	South Wheal Lovel	Wheal Tybith
East Wheal Rose	South Wheal Russell	Wheal Uny
East Wheal Russell	South Carn Brea	Wheal Wrey
Eggar Lee	South Tolgus	Wheal Zion
Exmoor Eliza	Spearns Consols	West Wheal Alfred
Four Dargue (Cumberl.)	St. Aubyn and Grylls	West Wheal Frances
Gargre	St. Ives United	West Wheal Robins
Golden Mile Lead Mines	St. Ives Consols	West Wheal Russell
Grambler and St. Aubyn	Stoke Climand Consols	West Wheal Treasury
Great Beam	Stray Park Swanpool	Wheal Tebith
Great Crinnis	Tavy Consols	Wheal Fortune (South)
Great Nugget Vein Co.	Tamar Consols	Wheal Gill Wheal Jane
Great Sheba Consols	Tees Side	Wheal Langford
Great Wheal	Trefusis	Wheal Lemon
Great Wheal Alfred	Trehane	Wheal Trelawny
Great Wheal Badden	Trefusis	Wheal Trelawny
Great Wheal Fortune	Trefusis	Wheal Trelawny
Great Wheal Vor	Trefusis	Wheal Trelawny
Great Bryn Consols	Trefusis	Wheal Trelawny
Halamanning	Trefusis	Wheal Trelawny

AND SHARES FOR SALE in the West Cornwall Railway.

J. J. REYNOLDS will furnish a LIST, with the LATEST PRICES, of DIVIDEND-PAYING MINES, together with others of a speculative character, which promise ultimately to remunerate the capitalist, the former and latter under the most respectable management—a most important point to be considered by persons disposed to invest, not only as regards the management, but especially in speculative mines, the respectability of the parties with whom they embark as co-adventurers.

Mines inspected by agents of experience and high respectability in any part of the kingdom within the shortest notice.—April 1, 1853.

LINARES LEAD MINING COMPANY.—ONE THOUSAND SHARES.

MR. GADSDEN has received instructions from the Directors to SELL, BY AUCTION, at the Mart, on Tuesday, 12th April, 1853, at Twelve o'clock, for One precisely, in Lots of Five Shares each, **ONE THOUSAND 25 SHARES** in the above undertaking. The mines and smelting works are situated in Andalusia, in Spain, and form a very valuable property, exceedingly well placed for mining purposes; they are fitted with excellent machinery, and are at present yielding large quantities of lead containing silver, which promises to go on increasing in productivity. There are 9000 shares now out, which are paying a handsome dividend.

Full particulars, as well as copies of the last report upon the state and prospects of the mine, and balance-sheet of the concern, may be obtained at the Company's office, No. 3, Scott's-yard, Bush-lane; at the Mart; and at Mr. Gadsden's office, 18, Old Broad-street, City.

IRON-WORKS IN AYRSHIRE FOR SALE.—AT THE STILL FURTHER REDUCED UPSET PRICE OF £50,000.

TO BE SOLD, BY PUBLIC ROUP, within the Royal Exchange Sale Rooms, Glasgow, on Wednesday, the 13th day of April next, at Two o'clock in the afternoon (unless previously disposed of, in whole or in part, by private bargain), the **IRON-WORKS** at **MURKIRK and LUGAR**, in the county of **AYR**, connected by public railway, having direct communication with the ports of Ayrshire, with England, and with Glasgow, and comprising **SEVEN BLAST-FURNACES**, and extensive **WALKABLE IRON MACHINERY**, driven by water-power, with the valuable and extensive **MINERAL FIELDS**, held on lease by the proprietors, and commodious **MANSION and MANAGER'S HOUSES**, and suitable **WORKMEN'S HOUSES**, as formerly more fully advertised.

For particulars, apply to Messrs. Walker and Melville, W.S., Edinburgh; Messrs. Aitken and Moffat, accountants, Glasgow; or Messrs. Bannatynes and Kirkwood, writers, Glasgow.—Glasgow, March, 1853.

MR. T. P. THOMAS, MINE AGENT, 75, OLD BROAD-STREET, ESTABLISHED NINE YEARS.

MR. T. P. THOMAS begs to inform capitalists and the public that he is at all times in a position to BUY or SELL, at close market prices, in DIVIDEND and respectfully established **BRITISH and FOREIGN MINES**; and having a local knowledge of the principal Cornish and Welsh Mines, from periodical personal inspection, &c., will be happy to furnish information by post or otherwise.

N.B.—Mines inspected and reports furnished.

MINING PROPERTY.—MR. HERRON has SHARES in the best DIVIDEND-PAYING MINES FOR SALE, and which will give the purchaser 15 to 20 per cent. for the outlay. Amongst others are the following:—

Alfred Consols	Trelawny	Wheal Margaret
West Providence	Bedford United	St. John del Rey
Lewis	South Tamar	Cobbe
Trumpet Consols	North Basset	Alten
Tamar Consols	Carn Brea	Coplapo
Trehane	Tinctorf	Cocoes

And has also FOR SALE SHARES in MINES having a PROMISING APPEARANCE, and affording greater range for speculation, such as—

East Russell	Wheal Edward	Treleigh
St. Day United	Wheal Arthur	North Downs
Wheal Norris	Tavy Consols	West Towan
Korrington	Stray Park	East Basset
North Damsel	Wheal Grenville	East Tamar
Herodafot	Wheal Harriet	Wheal Carpent
Gawton United	Garreg	Cubert

Mining Offices, 33, Clement's-lane, Lombard-street.

INVESTMENTS IN MINES.—CAPITALISTS may PURCHASE SHARES in established DIVIDEND BRITISH MINES of the first character, and in MINES which will soon pay dividends, with the certainty, if properly selected, of receiving five times the income, and a considerably greater profit on the improved value of their property than can be derived from any other public security, where the liability is limited, and no risk incurred. The undersigned are always in a position to furnish the most accurate data for the guidance of capitalists, and to effect SALES or PURCHASES in MINES of known respectability upon the best possible terms.—JAMES STEVENS TRIPP and Co., mining agents, Lombard-street Chambers, 33, Clements-lane, Lombard-street. Established 1839.

MINING SHARES.—MR. GEORGE SPATLEY has for SALE the following SHARES:—Mary Ann (£44); Pen-y-Gelli (£30); Tavy (£65); Henstock (£9); Wheal Golden (£35s.); Fat-work and Wheal Virtue (£2 12s. 6d.); Wheal Harriet (£13); Korrington (£1 5s.); Devon Kapunda (£28); Hington (£5 5s.); Monarch (Australian) Gold (10s.); Wheal Langford (18s.); and North British Australian. And will PURCHASE in the following:—East Caradon, Cwm Darren, North Wheal Trelawny, Silver Brook, and West Wheal Carpent. Mr. SPATLEY also TRANSACTS BUSINESS in all BRITISH and FOREIGN MINES, 2, Winchester-buildings, City.

MR. WILLIAM SMITH, C.E., &c., has just RETURNED from his professional tour of inspection of iron, coal, and other mineral property and works, in Prussia, Belgium, &c., and may be CONSULTED daily, from Twelve to Four o'clock, at his office, 10, Salisbury-street, Adelphi, till the 3d of April.

TO MERCHANTS.

TREBURGET UNITED SILVER AND LEAD MINES. ST. TEATH, NEAR CAMELFORD, CORNWALL.—The Committee of Management are desirous of receiving TENDERS for supplying these mines, for three months from the 9th April next, with the following MATERIALS:—viz., Timber, Coal, Iron, Candles, Leather, Powder, Safety-fuse, Shovels, Hints, Oil, and Grease; to be delivered at the respective yards, to the company's carriers, in such quantities as may be required. The materials must be of good quality, and subject to the approval of the agent, and if not according to contract a proper reduction will be made.—Further particulars may be known on application to Capt. Thos. Julian, the agent on the mine; and tenders must be sent (free of postage), on or before the 9th day of April next, to Mr. J. O. Mayne, pursuer, Truro.—Dated March 31, 1853.

SUNDERLAND DOCK COMPANY.—DIVING BELL WANTED.—THE DIRECTORS of the SUNDERLAND DOCK COMPANY are in want of a DIVING BELL, with or without apparatus, for the works of the sea outlet. Parties having one to dispose of, will please to forward a description thereof, together with the price required, to John Murray, Esq., engineer to the company, at his office, No. 5, Whitehall, Westminster, not later than the 8th April next.

By order of the Directors, M. COXON, Secretary.

Sunderland, March 28, 1853.

WANTED, by a SLATE QUARRYING COMPANY in NORTH WALES, a GENTLEMAN of business habits, as SHIPPING AGENT and SUPERINTENDENT OF THE WORKS. He will be expected, himself and friends, to take an interest in the undertaking, by investing from £500 to £1000 in the shares of the company. The usual commission upon sales will be allowed, and which will be guaranteed at not less than £100 per year, although a much larger sum may be expected.—Apply, by letter only, stating qualifications, &c., to "X. Y. Z.," Mr. T. Spence, 8, Throgmorton-street.

TO MINING CAPTAINS.—WANTED, an AGENT to take the GENERAL MANAGEMENT of a LEAD MINE in IRELAND, County Clare.—Letters, stating terms, &c., to be addressed to J. H. Smith, No. 34, Lombard-street, London.

MECHANICAL ENGINEER WANTED in a large IRONWORKS, to take charge of the forge, engines, and machinery.—Address, "K. L.," care of Messrs. Baily Brothers, Cornhill.

TO BE SOLD, on Monday next, the 4th inst., at Two o'clock, at the Broker's Sale-room, 7, Rumbold-street, Liverpool, 25 tons MINES ROYAL COMPANY TROUGH CAKE COPPER, in slabs about 80 lbs. each, lying in store at Liverpool.—For particulars, apply to A. and S. H. Sleigh, brokers, Liverpool.

TIN-WORKS IN SOUTH WALES.—TO BE SOLD, a TIN-PLATE WORK and FORGE, capable of turning out 1500 boxes of tin-plate weekly.—For particulars, apply to Messrs. Mully and Townsend, solicitors, Wick-street, Liverpool.

TO BE SOLD, ONE SIXTY-FOURTH ORIGINAL SHARE in the **ROYAL HIBERNIAN MINING COMPANY**, price £700. Should the company, from any circumstance, fail to pay £10 per cent. during the next twelve months, the present owner guarantees to make up all deficiency.—Address, "A. B.," care of James Wyatt, Esq., 10, Gray's-inn-square.

VALUABLE MINE SHARES.—TO BE SOLD, VERY CHEAP. free of commission, and all calls paid, the proprietor being about to sail for Australia in the course of a very few days, **THIRTY (1070th) SHARES** in **WHEAL ENYS** (one of the most promising in Wendron), some of which have been recently purchased in the immediate neighbourhood at £13 each; and **ONE (126th) SHARE** in **COMFORD, Gwennap**, in which mine shares have advanced within a few days from £10 to £60.—Offers for all, or any of the above, to Mr. Williams, accountant and broker, 23, Green-bank-terrace, Falmouth, will receive prompt attention.

MINING SHARES FOR SALE.—40 Craddock Moor Shares; 15 East Seton and Wheal Maude; 100 North Downs.—Apply to Mr. William Bowden, mine agent, 2, Bank Chambers, Lothbury, London.—March 30, 1853.

BODMIN CONSOLS LEAD MINES, IN CORNWALL.—A Gentleman, who holds a greater interest in these mines than his other engagements justify, is desirous of SELLING TEN or TWENTY of his SHARES. The calls are all paid, £11 on each share. A powerful steam-engine and two boilers are on the mines. Considerable work has been executed, and the first parcel of silver-lead ore has just been sold at good prices. The balance-sheet, rendered to the 1st instant, may be inspected. A very considerable sacrifice will be made, and no doubt great profit will accrue to the purchaser of these shares, as almost any offer will be accepted, although the prospects are brilliant. Apply to "C. T.," 12, Dyer's-buildings, born, before 10 or after Five o'clock.

WHEAL CATHERINE.—TO BE SOLD, a FEW SHARES, price £3. Also Sidney Godolphin (£7); North Tamar (£1 5s.); Beacon, tin and clay (12s. 6d.); and Wheal Elizabeth (12s. 6d.).—Address, "J.," *Mining Journal* office, 26, Fleet-street, London.

IMPERIAL BRAZILIAN MINING ASSOCIATION.—The TRANSFER-BOOKS will CLOSE on FRIDAY, the 15th inst., and RE-OPEN on the DAY AFTER the General Meeting in May, of which due notice will be given. G. V. DUVAL, Managing Director.

FAT-WORK and WHEAL VIRTUE MINE.—THE SHARES of this MINE having been all ALLOTTED, the Committee request that TRANSFERS BE SENT to the officers at LAUNCESTON, in order that certificates may be substituted in lieu thereof. J. E. PROCKTER, Purser.

WHEAL JAMES.—THE SHARES of this MINE having been all ALLOTTED, the Committee request that TRANSFERS BE SENT to the officers at LAUNCESTON, in order that certificates may be substituted in lieu thereof. J. E. PROCKTER, Purser.

THE GREAT WESTERN AND FOREST OF DEAN DEEP-COAL COMPANY.—On the "COAST-BOOK PRINCIPLE."

Capital £120,000, in 120,000 shares of £1 each, to be paid on allotment.

TRUSTEES.
SAMUEL BAKER, Esq., Thorncliffe, near Worcester, Director of the Great Western & South Wales Railways, and Chairman of the Gloucester & Dean Forest Railway.
CHARLES J. MARE, Esq., M.P., 11, Hyde-park-gardens.
PETER ROLT, Esq., M.P., Hyde-park-gardens.
Col. SALWEY, Esq., Egham-park, Surrey.

PROVISIONAL COMMITTEE.—LONDON.
L. BROCKLEBANK, Esq., M.A., Greenwick, Director of the National Mercantile Life Office.
FREDERICK TWYNAM, Esq., Hampstead, London, Director of the National Mercantile Life Office.
THOMAS C. AVERY, Esq., solicitor, Gloucester, Director of the Gloucester and Dean Forest Railway.
JOHN W. HUGHES, Esq., merchant, Gloucester, Director of the Gloucester and Dean Forest Railway.
EDWARD L. KENDALL, Esq., Gloucester, Director of the Gloucester and Dean Forest, and Hereford, Ross, and Gloucester Railways.
WILLIAM WASHBOURN, Esq., Mayor of Gloucester.

(With power to add to their number.)
AUDITORS.—JENKIN JONES, Esq., F.I.A., London; Walter Wilkins, Esq., Gloucester.
CONSULTING MINERAL ENGINEER.—William Price Strutt, Esq., M.Inst.C.E., Swansea.
BANKERS.—Martin and Co., 68, Lombard-street, London; Gloucestershire Banking Company, Gloucester.
SOLICITORS.—Messrs. Blower, Vizard, and Parsons, 61, Lincoln's-inn-fields, London; Messrs. James and Widdie, Newnham, Thromington-street, London; Messrs. Green Brothers, Gloucester.

SECRETARY (pro tem).—James M. Buckland, Esq., statistic, Gloucester.
TEMPORARY OFFICES.
16, GRESHAM STREET, LONDON; 3, BARTON STREET, GLOUCESTER.

The company is formed for the purpose of working the deep coal in the Forest of Dean, Gloucestershire, held by the present proprietors under grants direct from the Crown, by virtue of the provisions of an Act, entitled "An Act for Regulating the Opening and Working of Mines and Quarries in the Forest of Dean and Hundred of St. Briavels, in the County of Gloucester," 1 and 2 Vic. c. 43.

They contain five seams, in all about 15 ft. in thickness, extending under a surface area exceeding 1000 acres, covering more than 22,000,000 tons of coal, including the well-known Coleford Hill Delf, averaging nearly 6 feet, and computed to yield alone nearly 9,000,000 tons.

The properties held as above, and intended to be comprised in this undertaking, adjoin each other, and are described as the East Dean Deep, the New Bowson, and the Serridge gale, each of which contains the whole of the deep seams under the well-known Bilson and Crump Meadow Collieries.

The coals from three of the above seams worked near their crop in other parts of the forest are already in great demand in the provincial and home markets for household and other purposes, entering into successful competition with the best Staffordshire and Shropshire coals; whilst it is an established fact that their quality improves as they are worked in the deep. Large quantities of Dean Forest coal are also consumed by the steam-engines of West Gloucestershire and the gas and other works of Bristol, &c.; several hundred thousand tons being annually shipped from Lydney and Bullo Pill, the present demand for which is much in excess of the supply.

Specimens of the various seams from the Forest were sent to the Great Exhibition in Hyde-park; and in evidence before a Committee of the House of Commons, it was stated that four out of ten principal seams contained about 18,000,000 workable tons of coal—a quantity sufficient to last 60 years at the present rate of 400,000 tons per annum. The four seams of the deep coal are contained in the grants intended to be worked, which are, according to the "Geological Survey of Great Britain," respectively 2 feet 6 inches, 2 feet 9 inches, and 5 feet 11 inches.

The nature and capabilities of the Dean Forest coal field have been long known, and in its more immediate neighbourhood available, but, until recently, inadequate or expensive canal and railway communication with its interior has tended to keep it not only out of the London market, but also to interfere with its general introduction to provincial markets in its own immediate vicinity—a difficulty which will be entirely obviated by a railway of only six miles in length, now in course of construction (which will be completed by the end of the present year), in connection with the South Wales and Great Western lines, and also with Bullo Pill, having its terminus on the property herein proposed to be worked, and almost close to the mouth of the intended shafts. Neither is this the only advantageous feature presented for cheap conveyance into and command of other and new markets, for the Severn and Wye Tramway, communicating with the port of Lydney, passes over the Serridge gale; and when this tramway is converted, into a railway, its terminus will also be on the property. The projected railway to Monmouth will be similarly circumstanced, and so will be the Lea branch from the Hereford, Ross, and Gloucester Railway, whereby a direct communication by rail will be opened with Ross, Hereford, Leominster, Ludlow, and a large and populous district, deriving its nearest and cheapest coal from the Forest of Dean. The superior advantages from a coal field so singularly and peculiarly circumstanced must be self-evident, possessing as it does in itself at present the two starting points of the Bullo Pill Railway before referred to, and having the other three in prospect.

By existing railways, this company will possess the means of supplying with an excellent fuel, at a cheaper rate than any other coal field, the towns of Chepstow, Newnham, Gloucester, Cheltenham, Tewkesbury, Evesham, Upton-on-Severn, Stonehouse, Stroud and its Valleys, Brimscombe, Tetbury, Cirencester, Minety, Purton, Swindon, Strivenham, Highworth, Farringdon, and Wantage; and upon a satisfactory arrangement being made with the Great Western Railway Company of entering into easy competition with any in the kingdom, at Oxford, Abingdon, Didcot, Wallingford, Pangbourne, Reading, Newbury, Kintbury, Hungerford, Marlborough, Mortimer, Basingstoke, Teyford, Maidenhead, High Wycombe, Beaconsfield, Slough, Windsor, Eton, Staines, Uxbridge, Brentford, and London, with their gas-works, distilleries, breweries, &c.

The demand is very large, and the consumption great, in the places first named—those of Cheltenham and its neighbourhood alone exceeding 80,000 tons annually. This would be materially increased by a reduction in the Great Western Railway Company's rates to a correspondence with those on some of the northern lines, which must be ultimately made. The quantity imported by rail and water into London is now nearly 4,000,000 tons per annum; and nearly 1,000,000 additional tons are required in the districts traversed by the Great Western Railway and its branches between the Forest of Dean and Paddington—of all of which but a small portion has as yet been derived from the western coal-fields.

Another large outlet for sale exists in the port of Gloucester, where vessels are now frequently obliged to take in ballast at a great expense, including its cost, loading, discharging, loss of time, &c., amounting to some shillings per ton, to enable them to proceed to Newport or Cardiff for cargoes of coal. On the completion of the new quays by the Dean Forest Railway Company, now in course of construction, these vessels will be able to load with the coal to be supplied by this company, in a satisfactory manner, at a cheap rate as at Newport or Cardiff, and to proceed at once to sea. The immense advantages of such a proceeding will be obvious, particularly when it is borne in mind that these coals will travel only 18 miles without breaking bulk from the pit's mouth to the ship's side in Gloucester.

The committee of the Gloucester and Berkeley Canal Company in their report, dated 31st March, 1852, state that "The number of vessels entered inward at Gloucester in 1851 was 1652, with a tonnage of 140,185 tons" (being considerably more than entered the port of Bristol in the same year); "some of the larger vessels carrying 1200 tons of cargo, and all entered and departed without accident or inconvenience, and were discharged by the merchants of the port with most creditable dispatch; and the committee have the gratification to report that a prejudice, which had previously existed against Gloucester in the minds of many of the large shipowners in the kingdom, has been removed by the experience of the past year, and by their own personal inspection of the port; and that those who had before prohibited their vessels coming to Gloucester are now ready and willing to send them." And in a letter received from W. B. Clegam, Esq., clerk to the above company, he says that "The probability is, if a coal of really good quality, at a price not exceeding more than from 1s. to 2s. per ton, the price charged at Newport, could be put on board the vessels here, an amount of trade would be done which would make our total exports bear something like a fair proportion to our imports. This would give in coal not less than 150,000 tons per annum; and, although at first you might not succeed to this extent, I am quite of opinion that, if really good coal could be rendered, it would be long rise to this or even a larger quantity. It must be borne in mind, in reference to this, that the amount of import itself is likely to be increased by the export, and thus still further to widen the field of operations." The committee go on to report, "That the quay and widening the canal by the Gloucester and Dean Forest Railway Company, under agreement with this company, is now in rapid course of construction, and will probably be completed in a few months; and what is of as great, if not greater importance, the committee have been informed that a tender has been accepted for the conversion of the Bullo Pill Tramway into a railway, which, it is understood, will shortly be commenced. This work will connect by railway communication of less than 20 miles in length the ship's side in the canal at Gloucester with the coal-pits in the Forest of Dean; and the committee again express their anticipations of the greatest benefit from this to the port of Gloucester. It will, they hope, shortly give coal and iron as the basis of export cargoes. It will probably cheapen the price of salt by inducing its manufacture on the spot; and there is much reason to hope that general merchandise, both as an export and import, will find a larger place than its hitherto done in Gloucester traffic."

It cannot, therefore, fail to strike every one, that this company possesses the best prospects for a most extensive coal trade, having so many ports open to them (at short distances from the pit's mouth), whence a large coasting, Irish and foreign trade may be supplied, in addition to the inland district, which comprises the whole of that part of England embraced by the Great Western Railway and its branches, in a large portion of which coals have been hitherto proverbially dear.

The immense traffic in inferior coals now established in London by the Great Northern and other railway companies (where consumers frequently have to wait two months for the execution of their orders), fully testifies to the fact, that the public are alive to the question of cheap fuel, and fast discarding their old prejudices against all but seaborne coal.

To commence the proposed works, it will be necessary to sink two pairs of shafts to the Coleford-hill Delf seam, which will intersect the other seams in their course, and furnish from them an early supply for the market. The two pairs of shafts will afford abundant room for bringing out at least 400 tons per day, and the proposed sum will be more than sufficient for this purpose, providing all the requisite steam engines, machinery, buildings, stock, implements, tram-ways, tram-waggon, and working capital, without the remotest probability of any further call upon the shareholders, and will leave a surplus to provide against contingencies, to extend the works, and to build a sufficient number of railway coal trucks for trading on the line with 100,000 tons annually.

The proprietors of these extensive and valuable coal fields, who will be entitled to a royalty of 1s. per ton on all the coal sold, in addition to that of 1d. per ton payable to the Crown, are willing to accept paid-up shares of the company in lieu of one-half of that amount, reducing the royalty to 6d. per ton; an arrangement which may be a relief to the company in the outset, and will possess the advantage of strengthening the interest of the proprietors of the coal fields in the success of the undertaking.

A calculation has been made, which after careful examination into the costs of working 100,000 tons per annum, also of the average sale prices for the last few years in the markets before referred to, and after allowing a liberal price for getting the coal, and including the royalties payable to the Crown and present sales of 1s. 1d. per ton,

shows a profit of 15 per cent., which will be considerably increased as the company's operations are extended beyond the assumed yearly get of 100,000 tons.

The company will be constituted and conducted strictly in accordance with the principle of the coast-book, which is new but nominally adopted by many companies, and the rules and regulations enjoined by the system, a strict adherence to which alone gives the protection and advantages conferred by the law, are too often either omitted in the constitution or essentially departed from in the management of mining associations. Every shareholder, therefore, in this company will, together with other advantages, have the privilege of investigating at any time its exact financial position, and of tracing the progress and development of the mines.

The committee of management will be elected by the shareholders from amongst themselves at their first meeting after the company is formed; and in the event of its objects not being carried out, the whole of the payments will be returned, subject only to the preliminary expenses, which will be guaranteed not to exceed 1s. per share: 2500 free shares are reserved, and the provisional committee, in allotting the remainder, will give a preference to the applications received for 15,000 shares when the property proposed to be worked was limited to the New Bowson Gale (not one-fifth of the extent of that now contemplated), then registered under the title of the "Great Western and Forest of Dean Coal Company."

Engineers' reports and estimates in relation to this property, the outlay of capital, the costs and returns from working the coal, &c., may be inspected by personal application at the temporary offices of the company in London or in Gloucester and applications for prospectuses, and forms for taking shares, may be made, addressed to the secretary of the company, or to either of the solicitors or brokers.

FORM OF APPLICATION FOR SHARES.

Great Western and Forest of Dean Deep-Coal Company.
GENTLEMEN,—I request you to allot me shares in the above company, and I agree to accept the same, or any less number that may be allotted to me, and to pay the sum of £1 per share on allotment. Dated this day of 1853.
Name..... Address.....
Business..... Reference.....
To the provisional committee of the above-mentioned company.

THE IRISH CONSOLS MINING COMPANY.

Capital £30,000, in shares of £1 each, to be paid on allotment.

To be conducted strictly on the "COAST-BOOK PRINCIPLE," and the accounts audited every two months. (No deed to be signed.)
This capital will be raised for the working of the "Spanish Cove" and "Colleras" Copper Mines, County of Cork. The further issue of shares will be under the control of the shareholders, who will have a preference in any new allotments made by the company.

DIRECTORS.
GEORGE MACARTNEY, Esq., M.P., Chairman of the Tynemouth Docks, and Morpeth and Shields Harbour, Chairman of the County of Northumberland.
Hon. FREDERICK PONSBY, Chairman of the Dublin and Wicklow Railway Company.
HENRY P. GIPPS, Esq., Canterbury, and Montague-place, Bryanston-square.
Col. CHATTERTON, K.H., Chairman of the Cork and Brandon Railway Company.
JOHN W. RATIBONE, Esq., Director of the Grand Duchy of Baden Mines.

BANKERS.—Messrs. Glynn, Mills, and Co., 17, Old Broad-street.
BROKERS.—Messrs. Dowling and Brothwick, 75, Old Broad-street.
MESSRS. J. J. STEPHENS AND SON, 41, DAME-STREET, DUBLIN.
AUDITOR.—Robert Russell Nathan, Esq., 22, Moorgate-street.

SECRETARY.—Thomas B. Lane, Esq.

TEMPORARY OFFICES.—22, MOORGATE-STREET.

This company will, in the first instance, confine their operations to the working of "The Spanish Cove" and "Colleras" Copper Mines, in the parish of Kilmoe, on the South-Western Coast of the county of Cork, the nature and extent of which, and the surrounding district, being so fully developed by the opening of the Crookhaven, and other adjacent mines, any repetition of it is unnecessary; but other mineral leases of the greatest value for investments, having been offered in several quarters to the directors, they have, upon mature consideration, deemed it prudent to adopt a name and capital, which may enable them to extend the sphere of their operations hereafter.

The extraordinary success which has attended the numerous existing companies for the working of Irish mines is in itself a strong guarantee for the soundness of the present project.

It is a well known fact that the returns from the mining districts of Ireland are such as have excited the most sanguine expectations of the original promoters, and a glance at the Irish Mining Share Lists will demonstrate the truth of this conviction, while considering the limited efforts that have been made, a powerful argument will here present itself in favour of an undertaking conducted on a larger and more liberal scale.

It is needless to dwell upon the unrivalled facilities which Ireland presents in its proximity to the best markets, its improved means of internal communication, its commodious harbours, the cheapness of labour, and other advantages with which Nature has so bountifully endowed it.

The directors court full and searching investigation into the great mineral properties and the peculiar advantages possessed by the before named mines, the lease of which, held at a royalty of 1-16th, they have secured on very favourable terms—the vendors of the premises having agreed to take the entire of the purchase-money for their interest, and in respect of their preliminary expenses and arrangements, in paid-up shares of the company.

The site extends over nearly 500 acres of the parish before alluded to, and the lodes are situated on a parallel mineral range with the celebrated Allihies and Berlevagh Mines, now yielding so large a profit to the proprietors. These mines have been inspected by several experienced mining engineers, and by T. P. Thomas, Esq., of 75, Old Broad-street, from whose reports (which can be seen at the company's offices), it will appear that there are eight champion lodes (the principal one fully 30 ft. in width), and several minor ones containing other valuable minerals, as well as copper on the property. The estate adjoins the Crookhaven Mine, the shares in which are now at a premium of about 100 per cent. The locality cannot be surpassed; the water of the Bay of Spanish Cove (wherein vessels of any tonnage can lie at anchor), washes its base, so that the ore can be shipped direct from the mine, and being within 45 hours' journey of London, parties desirous of embarking capital in this undertaking may visit and test the value of the property at a trifling expense of time and money.

Both slate and stone quarries are on the property, and the price of labour being low, the necessary buildings can be erected, and the ores raised, and prepared for sale, at a very moderate cost.

Estimates have been laid before the directors for all the requisite steam and other machinery, to be delivered within six weeks on the property; and they are confidently assured that a shipment of the same will be made from the same source within a shorter period, so that at the least 200 tons of ore of the finest quality will be ready for market this year.

Applications for shares to be sent to the company's offices (where specimens of the ore can be examined), to the brokers, Messrs. Dowling and Brothwick, 75, Old Broad-street, and Messrs. J. J. Stephens and Son, 41, Dame-street, Dublin; or to James Lane, Esq., solicitor, 26, South Mall, Cork, where prospectuses, with reports annexed and forms for application, can be obtained.

COPPER AND GENERAL MINING COMPANY OF NELSON, NEW ZEALAND.—(Provisionally registered.)

Capital £50,000, in shares of £1 each, to be paid on allotment.

Director of the Mines at Nelson—W. L. Wrey, Esq., Government Geologist.

Accountant and Secretary—Mr. I. H. Burnard.

Inspectors of Works—Mr. John Hare, and Mr. Thomas E. Bott.

Assayers in London—Percival Johnson and Co., Hatton Garden.

Broker—Joseph Davis, Esq., 75, Old Broad-street Chambers, City.

Agent in London—Mr. Joseph Stainer, 110, Fenchurch-street; and whose offices forms of application and prospectuses can be obtained, which, to avoid trouble, can only be sent direct from the mine, and being within 45 hours' journey of London, parties desirous of embarking capital in this undertaking may visit and test the value of the property at a trifling expense of time and money.

Science has long determined that the province of Nelson, New Zealand, was not only an extensive mineral country, but that its eastern ranges were the repositories of rich mineral and metallic ores; among these may be enumerated gold, silver, lead, copper, and coal. This has now been confirmed by the investigations of W. L. Wrey, Esq., whose report was published in the gazette of the colony by order of the Governor, Sir George Grey; and, subsequently, by a special committee, composed of the Hon. Mr. Stafford, Mr. Monro, Mr. Travers, Mr. Wells, W. L. Wrey, Esq., Government Geologist (accompanied by the Hon. Mr. Dillon, Crown Commissioner), and Mr. Brunner, Crown Surveyor, whose report will be found in the *Australian and New Zealand* of the 30th March 1853.

The copper in particular presents itself in such masses as to require no mining, but simply cutting and removing the ore produce to the smelting-works; this is found to average 30 per cent. It is intended to limit the operations of this company entirely to mining, and whatever is required in pursuit of mining and the uses of the ores.

The directors intend to contract with a smelting company in London, to undertake the reduction of its ores on the spot, where every convenience offers for the process being carried on with the greatest economy and convenience: thus the necessity of exporting the ores in their crude state will be avoided, and proven advantageous, by enabling the company's officers to personally inspect the reduction of their ores. The working capital of the company is small, compared with the magnitude of the undertaking. No doubt whatever is entertained but that the amount suggested is equal to every requirement, inasmuch as the Burra Burra, of South Australia, commenced with only a capital of £12,000. The profits realised from some of the richest copper mines by expensive machinery give the following results:—

Subscribed.	Dividend in 1853.	Present price.
Devon Great Consols..... £ 1 0 0 per share.....	£294 per share.....	£ 450 each.
Wheal Buller..... 5 0 0 ".....	242 ".....	1200 "
United Mines..... 40 0 0 ".....	".....	400 "
Wheal Bassett..... 10 5 0 ".....	370 ".....	600 "
South Canadian..... 2 10 0 ".....	".....	220 "
Phoenix..... 30 0 0 ".....	".....	750 "

Burra Burra Mine, of South Australia, has given a return much greater than any gold mine ever yet formed—viz:—

In July, 1847.....	50 per cent. dividend.
In Aug., ".....	50 "
In Dec., ".....	200 "

In 1848, three dividends of 200 per cent. each, so that in 15 months this mine gave dividends equal to 1000 per cent. on the subscribed capital. The prosperity of this mine has only been slightly interrupted by the absence of sufficient labour to the more attractive gold diggings of Victoria.

This company will conduct its works by the aid of a few Cornish miners superintending the native labour, which can be obtained in the settlement at rates not exceeding 2s. 6d. per diem.

It is manifest from the reports of Mr. Wrey and the special committee, that no delay or expenditure is required to prove the mines, or to purchase machinery, but simply to provide the funds for sending out a skillful mining captain, engineer, and an efficient staff of miners to conduct the works, and to erect the buildings necessary for their comfort, and the protection of the property.

The Burra Burra had to cart their fuel, stores, and men, and bring their ores 95 miles to a place of shipment, when they made the dividend; whereas these works are within eight miles of the port of Nelson, from whence they draw all their supplies, having also an abundant supply of water for the mines, and the means of transporting the produce to the market.

The celebrated coal-fields of Takaka and Pakawau, lately secured by Government purchase from the natives, are immediately connected with this district, where wood, stone, and bricks are plentiful, and lime-works in full operation—in the former the company have already secured 150 acres of freehold land.

N.B.—Since this prospectus was prepared, the *Times*, on the 11th March inst., gives further details respecting these discoveries.

THE ST. JAGO GOLD NUGGET COMPANY.

PROVINCE OF VERAGUAS, NEW GRANADA.

Registered pursuant to 7 and 8 Vic., cap. 110.

Capital £50,000, in 50,000 shares of £1 each, to be paid in full on allotment.

TRUSTEES.
FREDERICK MILDRED, Esq., DIRECTOR.
CHARLES BARBER, Esq., DIRECTOR.

G. T. BRAINE, Esq., Chairman of the West Granada Mining Company—CHAIRMAN.
CHARLES BARBER, Esq., Director of the West Granada, or Veraguas Mining Co.
WILLIAM EALES, Esq., Director of the Colonial Gold Company.
JOHN MASTERMAN, jun., Esq., Director of the New Granada Company.
JENKIN SHAW, Esq., Director of the West Granada, or Veraguas Mining Co.
ALEXANDER YOUNG, Esq., Director of the New Granada Company.

BANKERS.—Messrs. Masterman, Peters, and Co.
BROKERS.—Messrs. Hichens and Harrison, 13, Threadneedle-street.
SOLICITORS.—Messrs. Hughes, Kearsey, and Co., 17, Bucklersbury.

SECRETARY.—George Stretton, Esq.

TEMPORARY OFFICE OF THE COMPANY.—No. 11, NEW BROAD STREET.

This Company is formed for the purpose of purchasing and working certain alluvial gold deposits or placers, gold washings, and lodes of gold, in and near the River St. Jago, in the district of Cucujo, and also such other placers, washings, and lodes, as may be acquired by the company on and near the River St. Jago, and elsewhere, in the province of Veraguas in New Granada.

The directors having had submitted to them the report of Mr. T. P. Champion, lately employed by the West Granada, or Veraguas Gold and Silver Mining Company, to examine and report upon other gold mines in the province of Veraguas, have entered into a contract with the proprietor for the purchase of his entire rights, for the sum of £50,000, to be paid in shares of 50,000 shares, forming the capital of the company. The contract with the vendor comprises the right to excavate for alluvial gold in a basin or placer, more particularly referred to in paragraph No. 6 of the subject abstract of Mr. Champion's report; and also the right of working the lodes, which have already been ascertained to extend a considerable distance, varying in thickness from 9 to 14½ feet; together with similar right over any further placers, washings, and lodes on the property, embracing a surface of 3000 yards in length, by about 200 yards in breadth.

The contract includes the right to any further demarcations which may be obtained by the vendor on or near the St. Jago River.

The property is represented to have been duly acquired by disavowment and purchase, according to the laws of New Granada; the vendor's agents have been dispatched to take legal possession of the whole of the deposits, placers, and washings; and a party of men have been sent thither with instructions to develop the lodes, and other deposits, as well as to improve the road to the coast. Agents, to be appointed by the directors, will proceed without delay to Veraguas, fully to examine into the resources of the property, and if the result prove satisfactory, possession will be taken on behalf of the company.

The district of Cucujo, in the province of Veraguas, is distant about 9 miles from the Atlantic; 75 miles west from Chagres; about 30 miles from St. Jago, the capital of the province, and about 40 miles from the establishment of the West Granada or Veraguas Mining Company.

There is an abundant supply of timber and water from the St. Jago River, and other streams for working machinery, and for all necessary purposes, in the immediate neighbourhood of the property.

The district is healthy, it is well supplied with provisions, and native labour to any required extent can be obtained at moderate wages.

No payment is to be paid to the vendor until the value of the property has been proved to the satisfaction of the directors, and until it has been legally conveyed to the company, or their agent; and the 50,000 shares, forming the purchase money, are not to be delivered to the vendor until gold to the value of £5000 has been actually obtained from the property by the company's agents.

The following is the abstract of Mr. Champion's report:—

1. On the side where the country rises, the lode has been worked away level with the stream to a considerable length on its course. The excavation is now partially filled up, excepting in the neighbourhood of the current, where freshets have kept the bottom clear. From this place I had several bowls full of stuff broken and washed (without pounding)—they all showed well for gold, some very rich.

2. The most interesting part of the property, being that whence gold can be most speedily and cheaply obtained, is the River St. Jago, which flows at the foot of Cucujo. The entire bed of the stream is rich in nuggets and coarse-grained gold.

3. Nothing can be more primitive than the means employed by the natives for its extraction. Their washing arrangements were most wasteful, they used no strainers to arrest the finer particles. A bowl full of debris was placed in the shallow water near the edge of the stream, the rim slightly depressed towards the current. A slight shaking, rough stirring, and brushing off by hand of the coarser gravel, left nothing behind but prills and coarse grains of gold.

4. A young relative of the proprietors accompanied us. Looking down upon the man at work, he saw a sparkle of gold in a nest of reddish gravel about 3½ feet from the bottom: two bowls were filled from the spot and washed in my presence; their contents weighed about 50 to 60 lbs., and they yielded in prills 1½ ozs. One of the proprietors showed me 1 lb. of gold in lumps and coarse grains which he had washed from one bowl, taken from the same quantity, and he stated that this locality had given him 12 lbs. from a similar quantity.

5. The proprietors are the leading people of the country, and have realised their fortunes from those washings. Economy has certainly not gained them their wealth. The work of unwatering, as now most imperfectly performed with eight men, could with ease be effected by a water-wheel, or much more effectually than it now is, by hand-pumps. Instead of sinking a crooked hole at great expense of time and money, they could have got rid of the larger boulders by blasting, removed the whole of the top burden, and uncovered the rich deposit on the native rock, as well as the treasure deposited during a few feet above the bottom.

A short distance from the washings above referred to, the river falls in a cascade 25 ft. high, into a basin about 225 ft. long, from 30 to 50 wide, cut through the rock by the continued action of water. In depth it varies from 25 ft. near the fall to 5 near the shallows. Immense wealth must be in this hole, where for centuries the gold brought down by the stream has accumulated. To obtain it is easy. About 400 yards above the fall a ridge of hard stone juts into the stream, on the upper side of which the country being tunnelled or cut through for some 400 or 500 yards would give the river another channel. The new channel made, the only machinery required to realise this long-buried treasure would be pumps moved by a water-wheel, to keep the basin free from rain or land sprays.

7. The climate of Cucujo is good, and the lands so elevated as to command a view of the Caribbean Sea, above the mountainous country between its site and the coast. The inhabitants are perfectly healthy. The table land, extending to the Pacific, well supplied with provisions, and native labour to any required extent can be obtained at moderate wages.

8. I visited this place at the request of a gentleman who had purchased all the proprietors' rights in this river, washings, lodes, and mountain deposits. I have seen sufficient data on which to form a decided opinion on the value of the two latter properties, but I do not hesitate to say that the basin on the St. Jago River is the most promising for immediate and immense returns which ever came under my observation. London, January 5th, 1853. T. P. CHAMPION.

Mr. Champion's report in full, may be seen at the temporary office of the company, and specimens of the nugget gold referred to, and the report thereon of Messrs. Samuel, Thomas, Abell, and Co., bullion dealers, may also be examined.

The promoters of the undertaking have consented to receive, in full of all claims to their interest, 1-16th of the net surplus profits which may remain dividend in cash, year after year paying a dividend of 10 per cent. to the shareholders, the remaining 9-16ths of such surplus profits to be divided amongst the shareholders.

Parties applying for shares are requested to state whether they are holders of St. Jago or West Granada shares, and to what extent, as it is intended that the claims shall have due consideration in the allotment of the shares.

Applications for prospectuses and shares to be made to the secretary of the company, No. 11, New Broad-street; or to Messrs. Hichens and Harrison, 13, Threadneedle-street, on or before Wednesday 6th April.

The following are copies of the reports made by Mr. John Mitchell, F.C.S., of the School of Chemistry and Assay Office, Sun-street, Bishopsgate-street, upon three different specimens taken from the lodes referred to in the prospectus, and forwarded by the vendor to his agent in this country, with the documents relating to the property. These specimens may be seen at the temporary office of the company, 11, New Broad-street, together with specimens of the nuggets taken from the river washings.

SPECIMEN No. 1.—This is to certify, that I have examined a sample, marked No. 1, sent by the St. Jago Gold Nugget Company, and find it contains 2 ozs. 9 dwts. 15 grs. of fine gold, and 5 ozs. 11 dwts. 8 grs. of fine silver, per ton of 20 cwt.

SPECIMEN No. 2.—This is to certify, that I have examined a sample, marked No. 2, sent by the St. Jago Gold Nugget Company, and find it contains indications of gold and silver.

SPECIMEN No. 3.—This is to certify, that I have examined a sample, marked No. 3, sent by the St. Jago Gold Nugget Company, and find it contains 122 ozs. 13 dwts. 15 grs. of fine gold, and 42 ozs. 9 dwts. 8 grs. of fine silver, per ton of 20 cwt.

GOLD IN AUSTRALIA.

Some further papers, just presented to Parliament on the Australian gold discoveries, bring the correspondence which has taken place between the authorities of the respective colonies of New South Wales, Victoria, and South Australia and the Home Government down to the latest period. With regard to New South Wales, the most interesting point to be noticed in these documents is the general concurrence of opinion as to the extraordinary extent of the deposits in that colony, and the complete way in which it will cause all mere rumours to be circulated of a falling supply to be disregarded. The reports are from Mr. Hargraves, Mr. Hardy, the Rev. W. R. Clarke, and others. Mr. Hargraves, after an experience of seven months in the western portion of the colony, concludes his description by saying, that "no part of California which has been seen has produced gold so generally, and to such an extent, as Summer Hill Creek, the Turon River, and its tributaries." The Rev. Mr. Clarke states, that "his geological researches enable him to assert that gold is distributed, although in variable quantities, over a region in the colony of New South Wales alone embracing an area of 16,000 square miles." Under date of June 3, 1852, he further states, "for nearly nine months I have been travelling from day to day over fresh evidences of the general distribution of gold." In a detailed review of the existing condition of the eight principal fields in the western and southern part of New South Wales, Mr. Hardy, the Chief Commissioner of Crown Lands, describes them all as offering ample remuneration for labour, and as being at present comparatively unworked, owing to the superior attractions of the neighbouring colony of Victoria. "At Ophir," he says, "although there were at one time 800 persons there making it, the gold has scarcely been touched. The bed of the river has never been attempted. At the Turon, also, there is no doubt that a great deal of gold has been obtained, but the gold-fields are comparatively undisturbed." At the Turon, where the Great Gull Creek Company were about to commence operations, "repeated observations have convinced him that there is no creek for a great many miles about that part of the country that does not produce gold in abundance." "In fact," this district, the great basin of the Macquarie, has been only sufficiently worked to show that its production is very great, and that it may almost be called unlimited in extent." At Tamborora, where there are about 800 diggers, there is "room for thousands." On the Abercrombie, at Tuena Creek, the product of gold is as great as anywhere else, but there are only 100 persons at work; and "nowhere is the want of population in developing a gold-field more observed." There are hundreds of spots the appearance of which "would justify the expectation of finding a great yield of gold, but which are untouched." In the southern district, at Major's Creek, on the Araluen, "thousands of persons will at some future day find employment." In all cases of perseverance very large gains were invariably obtained; but from here, as elsewhere, a large number of the diggers had emigrated to Victoria, and the place remained undeveloped from want of labourers. On the Mungahar River, again, another instance is presented of the want of a large number of diggers to develop the resources ascertained to exist. "There is no reason to doubt that that river and its tributaries, through an extent of 50 miles, will be found ultimately to produce as much gold as any other place. Rich fields for the employment of thousands lie in the neighbourhood, but little will be known of their real value until a much larger population is collected. Quartz veins, apparently of much promise, have likewise been found." With regard to the northern field, comprising the Peel River, &c., there are several communications from Mr. Durbin, the Commissioner in that district, but the population has yet been too limited to admit of any definite results. It had been established, however, that gold existed over a very large space, and that at Bingara, on the Gwydir, a field reported to have been discovered which seemed richer than any yet known in the colony. "One or two experienced diggers had said that they had never seen anything approaching to it. A man named James Watson sold 2 ozs. of gold, all obtained with a tin dish and a spear blade between Saturday and Thursday; and another scraped out 1 lb. of gold in two days, with no other tools than an iron spoon and a knife." This information is dated the 19th of July last, and looking at the remote and solitary part of the country where it comes, some idea will probably be formed of the more ample particulars are received. With regard to the prospects of the Australian Agricultural Company, there are no new details; and the only passages about them in the Commissioner's reports, dated respectively May 14 and July 7, are as follows:—"I anticipate that rich diggings will eventually be opened over the Australian Agricultural Company's grant. The geological structure of this grant appears to be schistose slate, intersected by veins of quartz; the slate protrudes in all the creeks, and very generally over the whole extent of country from the dividing range to Tamworth. The bank diggings on the River Peel, where the water permits of their being worked, are highly remunerative. The grant on the Australian Agricultural Company's land is, I conceive, of great richness; and I have every reason to believe that other quartz veins of equal richness will be found extending, not only over the Australian Agricultural Company's grant, but also over the Crown lands on the right bank of the River Peel."

MINING IN AMERICA—LEAD MINES.

[From the New York Herald, March 12.]

The following table exhibits the shipments of lead from Galena from the year 1841 to 1851, inclusive, and the value of the same at \$4 per 100 cwt.:

Years.	lbs.	Value.	Years.	lbs.	Value.
1841	29,749,999	\$1,189,996	1847	50,999,303	\$2,039,972
1842	29,424,329	1,176,973	1848	49,783,737	1,991,343
1843	30,878,797	1,235,151	1849	45,985,839	1,839,349
1844	41,036,893	1,641,451	1850	41,485,990	1,659,436
1845	31,144,722	1,245,792	1851	34,500,384	1,380,015
1846	48,097,938	1,920,317			
Average for eleven years		41,727,023			1,669,080

N.B.—It is estimated that at least 9-10ths of the lead shipped from Galena is raised in Wisconsin, and not more than 1-10th is raised in Illinois or Iowa, and this is more than compensated by the amount of Wisconsin lead shipped from Potosi, and from Leadville and Chicago, of which no estimate is made or notice taken.

Total valuation of exports at the ports of Kenosha, Racine, Milwaukee, Port Washington, and Sheboygan, Manitowish, and Green Bay, for the year 1851. There is also included in the above statement, at 4 cents per lb. 39,513

Total valuation of exports, including lead 2,039,447
Total valuation of lead exported in 1851 1,380,015
Total exports \$3,419,562

There are also large quantities of lead shipped at different points along the Wisconsin and Mississippi rivers, the precise amount of which no data has been furnished upon which an intelligent estimate can be made. In the practical miner, as explained or operative, the lead region of the Upper Mississippi offers the most substantial inducement to settlement, the exceeding abundance and richness of the mineral, the comparative ease with which it may be mined, and the high price it commands the moment it is brought to the surface, are to the industrious and prudent operator a highway to wealth. New leads of the same promise have been recently discovered in the mineral district; and an increasing emigration to that section of the State promises to replace the California draft, to meet the growing demand for the mineral. The steady advance in the price of lead has prevailed for five years past is indicative of a gradual but decided increase of its use in the arts. There is no ground for apprehension that the supply will outrun the demand, or be able to work a reduction of the wages of labour. The copper mines of Lake Superior are of established celebrity throughout the world, and open an inviting field for enterprise. The mining interest in that region is losing its character of adventure, and is attracting the attention of the prudent capitalist and the practical miner, as a remunerative branch of business. The iron mines of Wisconsin have not yet been opened to any extent, but are of the attention of the emigrant. There are rich localities of ore near the waters of the Rock, and on the Upper Mississippi and its branches.

THE COST-BOOK SYSTEM.

CORNWALL SPRING ASSIZES, BODMIN, MARCH 21.

JAMES AND OTHERS v. WYLD.—Mr. M. Smith and Mr. Karslake for plaintiffs; Collier for defendant. Mr. Karslake having opened the pleadings, Mr. M. Smith said that this was an action brought by Messrs. Sampson and Lanyon, gunpowder manufacturers of Kennel Vale, to recover a sum of 954. for gunpowder supplied to the defendant. The defendant was the well-known map-seller in London, and formerly representative of Bodmin to Parliament. He was a shareholder in the West June, which was started in 1843 or 1844, in 250 shares, of which he held 16 shares from the commencement of the mine to its cessation in 1848. The gunpowder in question was used in the end of 1847 and the beginning of 1848. The mine was conducted on the Cost-book System, and the books were partly kept in London, where the meetings were held; and the orders for supplies were given by clerks residing at the spot. The case for the plaintiffs would rest on the proof that would be given by the supplies of gunpowder, and that Mr. Wyld was an adventurer. When Mr. M. Smith was applied to, he did not deny his liability, but objected to being compelled to prove more than his proportionate share in the mine, and he was liable for the whole of its debts. The witnesses examined in support of the claim were James Wylly, the younger, of Goldsmithy, a clerk at the mine in 1847 and 1848, and John Wylly, also clerk at the mine in those years. Mr. Wylly's signature in the cost-book (admitted by his counsel to be in his handwriting, Mr. Smith read from the book produced (but which Mr. Collier objected to being called the cost-book) relating to minutes of proceedings signed by Mr. Wylly and many other adventures. The dates of the proceedings ranged from Jan. to Sept. 1846; the 25th Sept. 1846, being the date under which Mr. Wylly's signature appeared. The resolutions showed the mine was in debt, and was still going on at the date of Mr. Wylly's last signature. The witness Richards stated that he believed there were still arrears of costs due to the mine. It was further shown that at the commencement of the book put in, on the date of the 27th February, 1845, there was a list of shareholders in which Mr. Wylly's name appeared as the holder of 16-25th shares; and also that there was no transfer of those shares from Mr. Wylly. At the end of the plaintiffs' case, Mr. Collier submitted that there was no case to go to the jury upon the evidence. There was no proof that the goods said to have been supplied to the mine were ordered, or that Mr. Wylly or by any agent duly appointed and authorised by him to give such order. There was no evidence that Mr. Wylly was a shareholder, inasmuch as the proof of that allegation must appear from the cost-book, which had not been produced, and there was no proof that the book produced had been supplied from the cost-book. And, even assuming him to be a shareholder, there was no proof of authority given by him for the ordering of these goods. The learned Judge said that the case must go to the jury. Mr. Collier then addressed the jury. The learned Judge summed up in favour of the plaintiffs' case; and the jury returned a verdict for plaintiffs, 954.

BLOWAY'S OINTMENT AND PILLS, EFFICACIOUS REMEDIES FOR THE MOST PAINFUL AND GENERAL AFFECTIONS OF THE SYSTEM.—Mrs. Gibson, 31, Bailey Street, on-Tyne, had been a sufferer for a considerable period from dreadful rheumatism in her legs, so bad that she was almost incapable of walking, consequently she had become very much impaired. She tried many remedies without effect; but by the recommendation of others who had been cured by Bloway's ointment and pills, she commenced using them, by which means her legs were completely cured, and her health re-established. Mr. J. M. Clennell, druggist, will authenticate this cure. Sold by all druggists, 174 St. Professor Hall, Establishment, 244, Strand, London.

Original Correspondence.

MINING LAWS.

SIR,—It was with great pleasure that I read in your last week's Journal the announcement that Mr. T. A. Readwin had generously and patriotically offered a premium of twenty guineas for the best paper descriptive of the Cost-book System. For an act so noble, and so entirely connected with the mining public, he most assuredly deserves their most respectful and heartfelt acknowledgments. To say the least of his munificent act, it is a step in the right direction towards obtaining a thorough and perfect knowledge of the Cost-book puzzle, and will, doubtless, be the direct means of settling, for ever, that vexatious question. So far as regards myself, I confess that I look upon the competition and its results with the greatest interest, believing that it will shed the required light upon this abstruse subject, and that thenceforth public opinion upon the cost-book will be soundly based.

In reply to "R. P. H.'s" communication, also in your last week's Journal, I have to state, that I am unacquainted with, and I dare assert that there does not exist, any legal decision to the effect that companies formed upon the Cost-book System, out of the jurisdiction of the Court of Stannaries, are illegal. I am the more confident in my assertion, from the close attention I have professionally paid to this subject for many years. Had such a decision been given, I cannot think it would have escaped my notice. As regards "R. P. H.'s" comments upon the cost-book case, recently adjudicated upon by Vice-Chancellor Stuart and the Lords Justices, it may be remarked that adventurers in a cost-book company have, in common with partners in an ordinary partnership, a double relation—namely, the one (which formed the basis of the judgment of Vice-Chancellor Stuart) having reference to the duties and obligations of the adventurers, *inter se*; and the other (which formed the basis of the judgment of the Lords Justices), in reference to the adventurers and third parties—viz. creditors of the mine, and others. In the former case, that is, *inter parties*, the rules of the company, if legal, are obligatory and binding; and thus it was that the right of the contributory to determine his liability, so far as the company was concerned, was undisputed.

In the latter case, however—that is, when the Court has to consider questions arising between adventurers and third parties—it is compelled to ascertain of what facts such third parties had notice at the time of their contract with the adventurers. The question in such a case must always resolve itself into one of notice. Now, in the case referred to by "R. P. H.," the Court had to deal with the obligations of the adventurers with third parties, such third parties being creditors, who had no notice (for aught that appears from "R. P. H.'s" statement of the case) of the regulations of the cost-book. If so, the case, so far as regarded the dispute before the Court, ceased to be one having exclusive relation to the Cost-book System, and became one entirely governed by the general and common law of partnership. As, however, the legal facts of any given case must be accurately ascertained before the question for consideration can be propounded (and they are not ascertained in the case under consideration), it would be absurd, and a mere waste of time, to speculate upon what the decision will be. I, however, suspect that "R. P. H." will find that the point between the contributors and the official manager will turn upon notice to the creditors of the regulations under which the company was constituted. The interest which the case has excited shows it to be one of some importance, and, therefore, "R. P. H." will be doing good service if he makes known its sequel to the readers of this Journal.

I have anxiously looked, in vain, for a parliamentary announcement of Mr. Collier's proposed bill on cost-book companies. So far as regards any suggestions I may be enabled to make, I will most cheerfully give them, not only upon that subject, but upon several other inconvenient portions of our mining code. In reference to the amelioration of the mining laws of this country, I have to suggest that you, Mr. Editor, will allow all communications to be addressed to the Mining Journal; and when sufficient facts are obtained, digested, and approved, I would undertake that they be laid before such of our legal dignitaries whose duty it is to deal with the defects of our juridical system.—T. T., Temple, March 30.

THE COST-BOOK PRINCIPLE.

SIR,—When I last addressed you, in your Journal of the 25th of Dec. 1852, I intended to proceed with this subject as soon as there would be published an authorised report of the Pennant and Craigwen case, noticed in the Law Times of the 20th of November prior; but as I find that Vice-Chancellor Stuart's order has been discharged upon a question of fact, not of law, and that the future discussion of that case is not likely to rest on the point of the legality of the company's formation under the Cost-book Principle out of the Stannaries, I shall now resume my observations for whatever they may be worth. The first step in the consideration of the subject is to ascertain the character of this much abused and disputed principle. In so doing, I shall not grudge the labour of endeavouring to satisfy your readers on more than one of the important details of the principle, respecting which erroneous practice very generally prevails.

As the preliminary of our controversy, I shall now confine myself to the very necessary question—What is the definition of a cost-book company; and what is the legal characteristics which distinguish this peculiar class of partnerships? With regard to a definition, I consider, after the most mature reflection, that I cannot do better than repeat what I before gave in accordance with the experience of "Argus"—no mean authority in Cornish mining:—

"It is a mutual partnership, where the partners manage their own affairs, each individual being responsible to the whole of the partnership (incurred by express authority), but no partner (or servant) having power to pledge the credit of his co-partners without their consent. The names of the partners, or 'adventurers,' are registered in a cost-book; the accounts of expenditure are there also entered, and should be paid every month. The adventurers meet once in two months (or quarterly in tin mines) to investigate their affairs, audit the accounts of their agents, vote funds, &c. A code of rules and regulations is generally adopted for the management of minor matters, and which form a part of the grand principle of the cost-book."

The Cost-book System is, therefore, widely apart from other commercial associations; and it appears requisite to show on what basis the distinction is founded. Some have regarded the principle as a local, others as a general custom; but, in reality, it emanates from the practice of a special craft, as mining was anciently considered, and necessarily subject to different rules of law, by reason of the particular mode of conducting its business. Such also was the form and effect of partnership in shipping, which, by the Ship Registration Acts, was converted into a statutory exception; but that had been originally what I aver the Cost-book Principle to be—a custom of craft, and not of place; both classes of partnership bearing radically an analogy to one and the same type, of some remote antiquity.

There is a very manifest reason for treating the Cost-book Principle as a custom appertaining to the business or craft of mining; for it is clear that there can be no mining without an occupation in, or some right to land with its appendant royalty, which creating a kind of tenancy, or seizin, deals with reality; whilst other partnerships, unless statutorily authorised, can only deal with personality. As in their origin mining enterprises consisted exclusively of those engaged in the actual operation of raising the ores, and preparing them for sale, there was, consistently with the principles of the common law, a *quasi* tenancy in common—each adventurer being entitled to his distributive portion of the produce, separable and ascertained in fact. When such companies embraced out-adventurers, this principle extended to them; and such a distinction was recognised in the well-known judgment of Lord Tenterden in the case of *Vice v. Anson*. "The partnership, if any," he says, "is not strictly a trading partnership; it is one formed for the purpose of working a mine, or species of real estate."

The ordinary principle of partnership, on the other hand, has the operation of a *quasi* joint tenancy, for a reason obvious to a lawyer—that dealing with a community of right in personality, the absolute estate being delegated to a board of directors, there can be no separation of interest until the determination of the contract by dissolution or otherwise. This distinction will be more apparent, when we consider that in ordinary joint-stock partnerships the whole of the rights in the property of the company becomes, by the principle of delegation, equitably vested in a board of directors—the legal estate remaining in trustees. The interest of a shareholder in such a company is, in fact, in the capital and not in the property; or, in other words, each proprietor of stock is entitled to a certain number of aliquot portions, or shares of the nominal capital of the company, with the equivalent proportion of the sum allocated to pay dividends in respect to such shares; and on dissolution he becomes entitled to his distributive portion of the surplus value of assets over liabilities, but by no means has he any estate in the property beyond the indirect representation above described.

In cost-book companies the very essence of the partnership is, on the contrary, that there cannot be any delegation at all for administrative purposes, and for ministerial purposes only in respect to the functions absolutely necessary for the progress of operations. Therefore it is that each partner has a direct interest in the property of the cost-book company; and so the same canons of law as are applicable to other joint-stock associations cease to govern such mining partnerships. Bearing in mind that the cost-book right in the subject of partnership is a *quasi* tenancy in common, and that of other mercantile associations a *quasi* joint-tenancy, all the rights and liabilities of both conditions are, in my opinion, perfectly compatible with the municipal law, administered in favour of the peculiar craft of mining, favoured as it ever has been, with the view of developing to the utmost the mineral resources of this kingdom.

I have termed this principle a custom of craft, because we find it in those mining localities where mining customs have been carefully preserved; that is, in the Stannaries and High Peak jurisdictions. But here I am met with this objection—that the custom in those places is dependent on local jurisdictions, and that, therefore, it is a local custom. This I have already answered; I shall repeat my remarks. From time immemorial the cost-book was applied to copper mines and quarries; the Stannaries jurisdiction was not extended to copper mines till 1836, and does not, even now, comprise quarries; but the exemption of the 63d sec., 7 and 8 Vic., cap. 110, enumerates "mines, minerals, and quarries;" and, therefore, it could not have regarded any condition of the cost-book, merely restricted to the limits of the Stannaries courts.

In fact, the cost-book had at the passing of the Act a very extensive application in Wales; and by the ordinary rules of construction the clause in question, without some evidence of such intent, could not be restricted to a local practice in Cornwall. The words of the section are as universal as the legislation of the statute itself; the exemption is co-extensive with the law.

The rule is, that companies established—that is, having an ESTABLISHMENT, with administrative faculties (not a mere agency)—in any part of the United Kingdom (except Scotland, and some specially excepted partnerships) and Scotch agencies, for any commercial purpose, or for any purpose of profit, &c., shall be registered, and be subject to the provisions of the Act. What is the exception of the 63d section? That any such companies "formed for the working of mines, minerals, and quarries" on the Cost-book Principle, shall not be so registered or subject to the Act. A man must be inattentive, not only to the rules of legal construction, but of common language, to hold that there can be any other interpretation. An "establishment for profit, or commercial purpose," as regarded by the statute, and not the place where the produce is raised, or the operations carried on from which that profit is realised, or that purpose effectuated, is the characteristic which consigns a project to the Registrar of joint-stock companies; and the same establishment of a company, formed on the Cost-book Principle, takes a mining adventure out of his hands.

It has been urged that this applies solely to English mining; but this ground is wholly untenable, for it would lead to an unanswerable dilemma. Either the office for administration (assuming it to be in England) is an establishment for the "commercial purpose" of working "mines, minerals, or quarries," and clearly exempt; or, if a foreign or colonial mining company, of which the mining sett is pretended to be the establishment, in that case the company could not be within the purview of the Act, as that establishment would not be within the United Kingdom.

It is one thing to say that there is no cost-book out of the Stannaries, another to allege that there are pseudo cost-books beyond that jurisdiction, formed under pretences, and for purposes, by no means recognised by the Cost-book Principle. These allegations are made in the one breath by those who wish to chain the cost-book to a mere corner of our mineral ground. The former will not, as I have shown, stand the test of legal examination, but the latter is undoubtedly correct; and on that subject I shall, in due course, animadvert.

JURISCONSULT.

March 28.

THE COPPER TRADE.

SIR,—The nominal average standard and produce of the ores sold at the ticketing on the 24th inst. are given as—Produce, 52; standard, 1607. 11s. The quotations should be—Average produce, 64; average standard, 1157, calculated at the actual returning charge or cost of smelting ores of the above-mentioned produce. The standard of the ores sold at Swansea on the 22d inst. was equal to 1147. 15s. It will be seen that the standard is on the rapid decline, and although the effect of checking the demand has been successful by an extraordinary advance in the price of copper, a permanent increase in the quantity of ore for sale has not been established; and the smelters will do wisely to recollect, before they make any considerable reduction in the standard, that the principle of working our Cornish mines is entirely altered since they have become an object for jobbers, and that they do not possess resources as they were wont to do, to which, in some measure, the late scarcity of ores is due.

THOMAS IRVING HILL.

Gray's Inn-square, March 31.

COPPER MINING IN THE UNITED STATES.

SIR,—The style of "A. B." of Glamorganshire's communication upon the subject of copper smelting, so nearly corresponds with that of your "Constant Reader," who has favoured me with his notice, that I conclude the two letters emanate from the same individual. And a most pugnacious gentleman he appears to be,—peradventure a descendant of the doughty Captain Fluellen; however, as I much prefer his logic to his leeks, I had rather endeavour to digest the one than swallow the other, and shall not quarrel with him on the score of a little caustic brusqueness.

The fact of copper smelting works being in operation at Liverpool were unknown to me; it is, also, unknown on the other side of the Atlantic. In London, and throughout this country, a general ignorance prevails upon the subject; and although your "Constant Reader" may give his information somewhat testily, I shall be always glad to avail myself of it, and to thank him for its communication.

The reason why a large quantity of copper ore has not been transmitted to England from the American ports, is due to the round-about mode of sending it to market. Hitherto it has been understood that it had to pass through Liverpool or London to arrive at Swansea, its place of sale; and two shipments, two marine insurances, a commission agency, and a brokerage, in addition to deductions customary in the trade, has encumbered the transaction with too many charges to be remunerative.

I possess several letters from gentlemen in America largely interested in mining speculations, asking for definite information upon the costs of shipments of ore to England, and upon the expenses connected with the construction of smelting works. With reference to the latter, one says, "they would answer well for our inferior ores, of from 10 to 15 per cent., which are now useless;" and another writes, "we have large heaps of what we call rubbish, which a Cornish miner assures our superintendent contains 10 per cent. of copper." This does not look as though there was a scarcity of copper ore; it is evidence of difficulties in the way of its transmission to the British market.

Our weights and measures, and our mode of doing business, differ from those adopted by most countries with which we are in common intercourse; and those prevailing at Swansea not only perplex foreigners, but often puzzle our own countrymen. The ton weight is made in this district of country to contain 21 cwt., of 112 lbs. each, or 2352 lbs.; and the ore is purchased, subject to sundry deductions varying from 1 1/2 to 5 per cent. The miner, dealing with the smelter, pays for assaying, crushing, water-charge (evaporation by reason of moisture), and sorting, in addition to freight, commissions, insurances, duty, dock charges, and brokerages, and the progress of the sale before completion extends over a space of three or four months. The American smelter takes advantage of this complicated array of charges and impediments to the free interchange of commercial intercourse; and he calculates upon the disinclination of directors and managers of mines to commit themselves to the chances of a fluctuating and distant market, with the certainty of a long and tedious process to reduce the price of copper ore in the United States to a full equivalent of the expenses of its transmission to, and sale at, Swansea. He purchases at New York or Baltimore without deduction or after charges, and receives the ton at 2000 lbs.; this simplifies the transaction, and it is readily accepted at reduced prices, in preference to English prices and English commercial complications.

The majority of copper mines in England would not pay their working expenses in the United States; in the latter country, it is not profitable to bring less than 7 per cent. ore to the surface. The last mail brought intelligence of the first sale of copper ore by auction, and it realised greatly improved prices; but still they were about 25 per cent. below the current prices in the English market. It is to be hoped that this sale by auction marks the commencement of a new era in the mineral market of the United States; where, hitherto, the absence of publicity in the ma-

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—The lode in the 110 fm. level, east of Field's engine-shaft, is worth for copper ore quite 1400. The lode in the winze sinking under the 100 fm. level is 6 ft. wide, with copper ore 1500. The south part of the lode in the 100 fm. level, east of cross-cut, is split to-day (March 28). We have thought proper to drive south in this level, to prove this part of the lode. The same part of the lode in the 100, west of fookan, is worth for copper ore 71. per fm. The lode in the stope over the 100 fm. level continues good. All the other parts of these mines are just the same as for some time past.

ANNA MARIA CONSOLS.—The engine-shaft is down 19 fms., and the ground continues very good for sinking; it looks and promises well for the production of lead. The present price for sinking is 61. per fm. We shall shortly be down to the 25, where I purpose to drive and cut the lode. The engine works well, and everything is proceeding favourably.

ASHFORD CONSOLS.—This mine was visited by the secretary a few days ago, who is happy to state that he found the mine in a more promising position than he had anticipated. The sett is very extensive, and two or three different parts of the mine are now in effectual operation, and good courses of ore have been discovered in all the workings; and there cannot be the least doubt that when this mine comes into full operation, which is now being proceeded with as fast as possible, that it will prove one of the richest mines in the country. A large quantity of samples from the different ores have been sent to the office in London, and the assays of the ore, both lead and copper, will be made at our earliest convenience.

BEDFORD UNITED.—The lode in the 115 fm. level east is 4 ft. wide, and yielding 4 tons of ore per fm. We continue to drive, rise, and sink by the side of the lode, and shall take down the lode in some points by the end of this week. We weighed at Morwellham on Thursday last 161 tons, and computed the next parcel at 162 tons.

BORINGDON CONSOLS.—We have not yet completed casing and dividing Annie's shaft, but hope to do so by the end of the month, when we shall commence cross-cutting to the lode. The 12 east is without alteration, going west the lode is much the same as last reported, being a good ore lode, laying open tribute ground; in the cross-cut north, in the adit level, the men are in 5 fms., and have not yet got the foot-wall. In the 30, west of Murchison's shaft, the lode is from 4 to 5 ft. wide, composed of spar, fookan, and mundle, with occasionally good stones of lead; going east we have not intersected any more lode south; I shall commence driving on the course of the lode in this level after setting-day.

BOSORN.—In the end west from Hallett's shaft the lode, though small, is very rich for tin; the shaftmen are getting on very well, and we expect to be in order for sinking in three or four days. The ground stopping in the bottom of the 40 fm. level is looking well, and seems to improve much as we are going down. In the stope in the back of the 30 fm. level, the lode is looking our raisings, and producing rich stones of tin, the lode is not yet taken down, but we are about doing so immediately; in the cross-cut from the Well level the ground is much softer than at date of last report, and since then our appearances, on the whole, are much improved.

BRYN ARIAN.—The lode in the 41 fm. level, driving north at Hallett's engine-shaft, is 5 ft. wide, composed of clay-slate, with a mixture of jack, spar, and small branches of lead ore. The lode at the new shaft, sinking under the deep adit level, on Joseph's lode, is 6 feet wide, and spotted with lead ore throughout of a very promising appearance. The present end south is in a lode 3 ft. wide, the greatest part of which we are saving for dressing, although rather coarse in quality.

BRYNAIL.—The deep adit level on the new lode, is still progressing favourably. We hope that a great improvement will take place at or near the junction alluded to in last report. The 15, east of cross-cut, on Brynail lode, is still in a bed of spar, which occasionally produces good stones of ore. The vertical shaft is now sinking by nine men, and unless some unforeseen impediment arise, we shall, in a short time, be in a position to intersect the lode in a 20 fm. level. The winze under the shallow adit, on the course of the lode, is resumed, and bears a very promising appearance. The tributaries are working at 61. 10s. per ton.

CALSTOCK CONSOLS.—Since last week a great improvement has taken place in this mine. Driving east, a branch of black, grey, and yellow copper ore has been met with; this level is driving on a part of the Wheal Zion lode. Also, in driving the cross-cut south, a considerable stream of water has been cut, presumed to be issuing from the first copper lode in the direction this level is driving to intersect. The ground in the end of the 30th cross-cut is south of its underlie (comparatively in a small piece of ground), some hundred years ago, for aught we know. We shall sell another parcel of tin to-morrow (April 1), which we calculate will be about 5 tons, and will let you know particulars of sale, &c., on Saturday. The greatest portion of this tin came from the two stopes in the back of the 10, and when the ground is laid open in the 22, we may reasonably expect an increase in our returns.

CALSTOCK UNITED MINES.—The mundle stope is very productive, and an immense quantity of superior quality can be raised at a low price per ton, containing portions of yellow copper ore; from this, and other indications, it is a decided copper lode, likely to be very productive in depth. We are raising a great quantity of tinstuff. Varnish's engine-shaft has been set as a bargain to the 20, at 161. 10s. per fm.; the ground is highly mineralised and promising. The parcel of copper ore will be ready on Friday next. We have this day (26th of March) set the mundle and tin pitches and bargains for two months; the tin pitches are getting in better working order, and will increase our raisings. The engine-shaft is divided to the 10, where we are cutting pit; and all our other operations are progressing well.

CARADON WOOD.—In the last week the engine-shaft has been sunk about 3 feet, making the whole depth to be 10 fms. 5 ft. below the 30 fm. level; the cross-cut going east has been driven about 6 ft., the ground moderate for driving, and does not require any timber.

CEFN GWYN.—The lode in the 20 fm. level, driving east of the engine-shaft, is 6 ft. wide, composed of jack, spar, and intermixed with lead ore, not so good for the latter in the past week as it has been. The lode in the end driving west is much improved, containing more lead ore than we have before seen in the mine; we have not yet cut through the whole of the lode, but hope to do so by Thursday or Friday next; the next week's report will tell more about it.

CHARLESTOWN UNITED.—The sampmen are getting on remarkably well in cutting the pit in the 22, which, with the dividing and casing, we hope to finish so far as to enable us to set the ends to drive east and west in this level on Saturday next. The lode north of gossan, in the 10, is about 2½ ft. wide, producing a little tin. The end west of shaft in this level we are at present driving south through the gossan, to the 3 ft. wide, also producing a little tin. The lode in the stope in the back of the 10, east of shaft, is about 4½ ft. wide, and in the stope west of shaft about 3 ft. wide; at both places the work produced is of good quality. The lode in the winze sinking under the adit level, south of gossan, is about 4 ft. wide, yielding some good stones of tin. At Little Patwork, we have nearly finished fitting the rods, and hope by the end of next week to be in course of forking the water, when we shall soon see the bottom left by the old men. The deepest shaft we have yet discovered is 16 fms. below the adit; this, with 40 other shafts, have been sunk on the lode by the ancients (comparatively in a small piece of ground), some hundred years ago, for aught we know. We shall sell another parcel of tin to-morrow (April 1), which we calculate will be about 5 tons, and will let you know particulars of sale, &c., on Saturday. The greatest portion of this tin came from the two stopes in the back of the 10, and when the ground is laid open in the 22, we may reasonably expect an increase in our returns.

CHURCHSTOCK.—We continue sinking the engine-shaft, which is now in the greenstone rock.

CLEW BAY COPPER MINES (MAYO).—I am glad to inform you of the improved appearance of the adit level at Bendeg. We have suddenly come across a beautiful bunch of copper ore, yielding about 300 cwt.; the ore course is 10 in. wide, solid. The new branch is about the same, the copper being exceedingly rich. The sulphur mine, which is leading to copper, continues a good yield. The company has engaged from the Wicklow Copper Mines Mr. F. T. T. as a mining superintendent at the Clew Bay Mines; he has been at the Wicklow Mines for about 16 years.

CLOWANCE WOOD.—We are continuing the cross-cut from one part of Carn's lode to the other, but have not yet reached the part we are seeking. The cross-cut to intersect the famous Binner Downs lode is also being driven, though the quantity of water issuing from the end greatly retards the progress. We cannot have much further to drive, and consider this a good symptom.

CONISTON UNITED.—The ground in our cross-cut is of a more favourable character than it has ever been; and should it continue, we have little or no doubt but that our lode will be found productive in that level. We shall at once commence sinking the shaft, which was formerly sunk by the other proprietors, in which they raised a considerable quantity of ore. Although in the bottom the lode appears to be split up, in a few fathoms sinking it is likely that it will regain its former position. We have about 4 tons of ore dressed, which we shall now dispose of, which we calculate will sell for about 51. per ton. We are also commencing laying open other lodes, as we have no doubt there are many more that we have not yet seen—the sett being so extensive.

CRETOWN.—The 12 fm. level, west of the engine-shaft, is looking very kindly—lode 3 feet wide, with gossan and good ore; in the 12 fm. level east the lode is 5 in. wide, with stones of copper. In No. 3 level the lode is 15 in. wide, with spots of copper and lead. The stope east of the winze, in the back of No. 3, are yielding some good copper and lead; the stope west of the winze are yielding some lead and copper. In No. 4 level the lode is 15 in. wide, with stones of lead and copper occasionally. I am glad to say the vessel has arrived for the ore; we have put on board 10 tons, and she will at once leave with 60 tons of copper and 2 tons of lead; the frost has delayed the sailing, but we should have had a few tons more. I am expecting the vessel with the engine every day.

CROW HILL.—We have cleared and secured the engine-shaft about 5 fms. under the 15 fm. level, and are clearing the 15 fm. level, and the winze under the 100 fm. level, as fast as possible. The tribute pit under the bottom of the adit level is producing rich lead ore; the lode appears to be going down nearly perpendicular, and to correspond with the north lode, seen only for a few fathoms in the 15 fm. level. The whole of the former workings, with this trifling exception, was on the south lode, which underlies about 2 ft. in a fm., from which we think it is clear that the north lode is an untried and very important addition to our mine. The tribute pit in the 15 fathom level, on the north lode, is much improved since we set it, and producing good silver-lead.

CUBERT UNITED.—Much improvement has taken place in the lode in the 45 fm. level west, and there is every prospect of having a rich lode there again before long; the lode in this level to the east is very kindly, and promising good work; the ground and other indications are also very favourable. The lode in the 35 fm. level east is much as stated in our last, very kindly, though not rich at present; the lode in this level to the west is worth at present from 101. to 121. per fathom, and the pitches at work in the backs, behind the end, are turning out a fair quantity of lead. The lode in the 25 fathom level east is very kindly, and producing some good work; the leader part, however, is rather irregular, varying from 1 to 3 inches in size; the lode in this level to the west is improved, but the ground at present is hard, when compared with other parts of the mine. In the 15 fathom level west the lode is much the same as in the 25 fm. level. The eastings for the pit-work were brought on the mine on Saturday last, and we are now busily engaged in putting them in their place, and hope in a few days to resume sinking the engine-shaft, and also the clearing and forking the 20, at Treballan. We expect to be ready to sample about the 9th April, and hope the quantity will be full 40 tons.

DOUGLAS ROCK AND GREEN LAKE.—During the last month the weather has been so severe here as represented in other parts of the kingdom. My attention has been chiefly directed to the underground workings, and lowering the water in the lake, which I have let down full 6 ft., and purpose lowering it as much more. This will enable me to throw an embankment across at a much less expense than I had first anticipated. The various stope throughout the mine assume a very favourable appearance. In No. 1 level, No. 1 stope, the lode is 2 ft. wide, 1 ft. good work. In No. 2, the lode is yielding a fair quantity of copper. In No. 3 we have a lode 5 ft. wide, 2 ft. producing good copper. The stope working between this and

No. 2 lode is rather improved, and is yielding a good supply of ore. In Pascoe's level, the lode in the end is 2 ft. wide, producing some good stones of copper. We are expecting daily to communicate this level with Price's winze. The stope are producing a fair quantity of ore in Price's level. In No. 1 stope, the lode is 5 ft. wide, producing some good copper. In No. 5 level, the lode in the end is 2½ ft. wide, with good stones of ore; the stope is still yielding a large quantity of good copper. In No. 6 level, No. 2 stope, the lode is 3 ft. wide, 2 ft. nearly solid copper. We have now full 50 tons of copper broken in this No. 5 level. We commenced spalling to-day (March 29) with five men; about one half of the ore will be without gossan, together with a quantity from the lower levels equally as good, so that we may now expect large and speedy returns. We are getting the timber up to lay the tramway from Price's to No. 5 level, in order to get the ore down with speed. I hope to get a cargo of copper ready within a fortnight.

CWMYSTWILL.—The sampling next week will be about 90 tons of lead ore. The ore in the winze sinking from the Kingside adit continues very good; the agent thinks it is better than it was in the adit. In the 10 east, at Pen-y-Gellen, there is a strong lode, containing a little ore. There is still very good ore in Gill's upper level; and in Gill's lower level there has been some ore in the rise in the last 2 or 3 fms.

DEVON AND COURTENAY.—The 70 fm. level end is very much improved, the lode being 2 ft. wide, with a leader of mundle and ore about 6 in. wide. The 90 end west is much the same as last reported; the lode in the back of this level will turn out about 1½ ton of good ore per fm.

DEVON CONSOLS WEST.—The ground in the engine-shaft is a little harder than it has been; the men have sunk 3 feet in the past week; the branches intersected last week are composed of peach, prian, and mundle, coated with copper, and are looking highly encouraging and most satisfactory, and show every indication of good and lasting results at the 30 fm. level.

DEVON UNITED.—The different levels now being cleared and secured, and the depth of the shaft under the 40 fm. level being ascertained as near as possible, I beg to detail to you the number of fathoms driven in the different levels, and the average size of the lode. In the first place, I should advise the sinking of the engine-shaft 3 fms. deeper than it now is, which is 7 fms. under the 40 fm. level; this work will occupy two months, at a cost of about 700. I am informed that the lode is much better and larger in the bottom of the shaft than it has been in any of the levels above; therefore, I think it the most prudent course to adopt, as the 40 fm. level, which has been driven south 55 fathoms on the course of a lead lode, averaging 2 ft. wide, with well-defined walls, producing good stones of lead ore, mixed with spar and prian, indicates well for further explorations. Also 12 fms. behind the present end a copper lode has been intersected, producing some good quality copper ore; the quantity we have raised is about 3 tons. The 40 fathom level has been driven north of the shaft 17 fms.; the lode is of the same character and size as in the south level, and is 15 in. wide, 19 ft. shaft, and the surface distance north the lode is from 15 in. to 18 in. wide, showing clearly the deeper it is opened on the larger it gets, and more promising to be productive.

EAST CROWDALE.—The 58 fm. level continues productive, but the lode when last taken down was mixed more with spar than hitherto; it is still a very promising lode, and no doubt will make ore again shortly. This end is now driven 20 fathoms west of the cross-cut, and the tributaries in the back of the 58 have opened a good lode about 10 fms. further to the west, so that we can see 30 fathoms of good ore ground opened. We have offered the pitches to-day (March 26) to four men, at 4s. in 11, but they have refused to work at that tribute; consequently, we have reserved the pitch, as we believe the price offered to be a good one. The 47 west continues poor. We have set the 47 east, and also contemplate rising in the back of the 58, to communicate with the 47, which will enable us to set more tribute pitches, as the changing of the pitwork is nearly complete. We hope to commence sinking again in a few days. We sampled yesterday (March 25) 47 tons of good ore.

EAST POLGOOTH.—No alteration in the 30 cross-cut. The ground is very hard and promising in the 30 east, but not rich. The lode in the 20 west not so large as last reported, but of a promising character. The two men who were driving on Leely's lode I have put to rise in the back of the same level to prove the lode. We have not been able to access anything of its quality. No alteration in the 30 cross-cut. We have cut a branch in the new shaft, which has about 6 in. wide, and at this time the water is rather quick, so that their progress in sinking is rather impeded. We hope to get over this again next week, as we expect to hole the shaft. The shaft is down 26 fms. 3 ft. The masons are getting on well with the buildings.

EAST TAMAR CONSOLS.—We have resumed sinking Furehill shaft, and hope to make good progress with it, as we have got a good pair of men, and the ground is moderately easy. In the 90 fm. level, north of Furehill shaft, the lode is 4 feet wide, composed principally of can, and worth 6 cwt. of ore per fm. At Ash's winze, in the bottom of the 70 fm. level, the lode is the same in size and productiveness; this winze is 7 fms. before the 90 end. In the 18 fm. level, north of Church-lane adit, the lode is 3 feet wide, and worth 6 cwt. of ore per fm.; in the south end is the same in size and value, but it is easier for driving. In the north end, in the 56, the lode is at present tight and poor. In the 46 north the lode is 4 feet wide, and worth 6 cwt. of ore per fm. At Gullett's engine-shaft, we are changing and fixing the new pitwork, which will occupy about 10 days more, and then we shall resume sinking. The stope throughout the mine are, on an average, the same as for some time past—moderately productive.

EAST WHEAL MARGARET (TNY LELANT).—I have this day (March 19th) inspected this mine, and am pleased to be able to report so favourably of it. In fact, I do not know of another in this neighbourhood, started so recently, which affords the like good results. On examining the tin sale books, I found that since about the middle of October last, the tin sales have been from the network operations (viz., driving the levels, sinking shafts, winzes, &c.), by a nine-head stamp, about 10800. cwt. of tin, and the stock of tinstuff at surface comparatively not lessened. I found the house for the reception of the new 30-in. cylinder stamping-engine completed, and the main beam being raised; it seems they intend setting it in motion, if possible, in about three weeks. In examining the underground department, I was pleased to find the mine looking so well at almost every point, and the whole of the lode in the backs of the different levels, with very trifling exceptions, remaining untouched. I was informed that it was intended, as soon as the spring had a little further advanced, to extend another reef from the engine to the south, on which nothing has been done by the present workers below adit; judging, however, from the great length opened thereon, and the fact that all the ground on this lode to that depth (adit) has been worked away by the ancients, it is probable this will prove an equally, or perhaps more, valuable part of the mine than either of those already being prosecuted. As far as I could learn, the present monthly return of tin is about sufficient to pay the labour cost. The amount of merchants' bills for some period, independent of the additional expenses necessarily incurred in the erection of the new machinery, will not exceed 1000. per month; this includes the cost of the engine, consuming only about 8 cwt. per day, although having attached upwards of 100 fms. of pitwork, flat rods, &c. No timber is required to keep open the levels, and the ground cheap for excavating. The steam stoves, I would observe, is also planted, so that tramways may be laid between the same and the different shafts, thereby avoiding the enormous charge for carriage paid in so many mines. Altogether, this mine possesses many advantages rarely met with in mines generally. And having in so short a time laid open so much tin ground, worth, I should think, about 15,000. cwt., and the greater part of it can be taken away in 6d. 8d. in 11, or 12, for further add, that in a few months it is certain this mine will be placed in the dividend list.

EAST WHEAL REETH.—The engine-shaft will be completed to the 54 fm. level this month, but our progress in this rapid sinking, owing to the improved size of the lode in the bottom; it is now 3 ft. wide, and at present yielding good work for tin. The east and west, as well as the north and south lodes, present good appearances. The 44 fm. level has improved for driving, and we expect to cut Wheal Reeth lodes within a month from this time, at this point (44 fm. level). The men have consented to work extra, in order to reach the lodes in the shortest possible period, and to get down the shaft to the 54 and cut the lodes in it. The mine is looking well.

EAST WHEAL RUSSELL.—We have not much alteration in Hitehins's shaft, the lode being composed of strong gossan, capels, and spots of ore; the end in the bottom level is just the same as last reported. The west towards the cross-course and tunnel end is yielding stones of ore; the cross-cut north is still very wet. We are progressing with the new shaft with very good speed, and also Murchison's shaft; we have sunk the tunnel end for a short time, to take down a piece of the lode on the north side of the level, which we expect to intersect the water will not be very quick upon us; the men brought up with them this morning (March 31) a boat load of as fine work as can be seen—the lode is looking splendid; we have a fine course of ore going down in the bottom of the level; the stope in the back of the same level are looking well. We have a leader of grey ore to the north part of the ore lode, 14 in. wide, the other part is composed of greens, oxide, yellow ore, mundle, and gossan. We are stopping west to prove the lode, which has made a flank in north, and appears to be going in a very strong. We are getting on with our dressing operations with all possible speed.

EAST WHITE GRIT.—Lawrence's shaft is without alteration; and likewise the tribute pitches.

GAWTON UNITED.—The masons have taken a contract for the wheel-pit at 2s. 4d. per ft. per ft., the leads are completed, the eastings and carpentry for the wheel are in a forward state, and the section shall be used to push on the operations vigorously. Fuller's engine-shaft is still in rather hard ground—price for sinking, 91. per fm., by nine men—stent the mine, or cut the lode.

GOLDEN MILE (LEAD).—We are sinking Tindal's shaft with four men, it is down 6 fms. 4 ft. the lode is 2½ ft. wide, still very promising; and the lode in the trial pit to the north is also looking well. The ground in Bonwell's shaft is something easier; the lode I mentioned in my last report proved to be a flat branch, which we have gone through, but have now got some good gossan in the bottom of the shaft, and I think we are not far from a lode. The north and south lode is 3 ft. wide, producing good stones of lead; I have increased the number of men to six in this place. The lode in Mr. Rosset's lands about 1½ ft. wide; the water having left the shaft, we shall be able to go on sinking. The other places are much the same, and I may say the appearances all through are very promising.

GREAT CRINIS.—We have not made much progress in the masonry department this week as I expected, but we have done, in consequence of the frost and snow; every effort shall be made to hasten on. We have several carts carrying stone from the quarry to the buildings. We are preparing several horse-whims to be erected on the shallow shafts, that they may be in readiness for clearing the levels as they are drained; these upper levels being of importance, will not only produce a good deal of copper, but will be extended to intersect the various parallel objects. We have a party of men putting in the adit to the engine-shaft, others timbering and securing the collars of the respective shafts throughout the mine. The ground in Daniel's cross-cut has become very favourable for driving; the last price given was 51., but it is now reduced to 21. 10s. If this continues, we shall soon intersect Bell's lode.

GREAT POLGOOTH.—The St. Martin's lode in the 96 fm. level, east of Clark's, is worth 4 cwt. of tin per 100 sacks; the 96 fm. level, east of Clark's, on the south lode, is worth 5 cwt. of tin per 100 sacks; the 96, west of Clark's, on the north lode, is holed to the same level east of Taylor's. The winze under the 96 fm. level, east of Williams's, on the course of the south lode, is worth 40 cwt. of tin per 100 sacks. We have set a new pitch in this level, and the six pitches already working at low tributes are looking well. The cross-cut in this level, driving to get under the new shaft, is progressing in favourable ground. We have not yet cut St. Martin's lode in the 84 fathom level, south of the elvan. We are boring in the new shaft, for the purpose of an earlier communication to the 76 fathom level, and the importance of this shaft being sunk to the bottom of the 96 fm. level is daily more apparent, and is of the greatest importance. Since last report we have sold tin at 731. per ton, amounting to 7640. 16s. 9d.

GREAT WHEAL ALFRED.—T he 137 end is at this time looking very well; the lode is 4 ft. wide, yielding 5 tons of copper ore per fm.; this end has been very good for the last 30 fms. driving, and judging from the appearance of the 130, we think it

pretty sure to continue for at least 20 fms. longer; the ground is hard, consequently it requires time to take it away, but when it is considered that this is the deepest and most westerly level, it augurs highly favourable for the deeper levels; we would venture to impress upon the shareholders' minds that this is being wrought in the same run or dip of elvan that proved so desirable in the former working of this mine. The 125 fm. level is being cleared over the last-mentioned level, and we think that it is likely to open good ore ground, inasmuch as it is not extended nearly so far as the present 137 end. The 137, driving east of Copperhouse shaft, on the main lode, will yield 3 tons of copper ore per fm.; the 137, driving east of Field's engine-shaft, is being cleared, and we have great hopes of good results from this part of the mine, judging from the lode wrought in the bottom of the 130 by the late company of adventurers. We are driving the 137 cross-cut north under Hendra's winze, which was reported to be worth 351. per fm. by the inspectors who reported upon the mine before it was abandoned by Messrs. Taylor, and we have a high opinion of this lode, being in whole ground. The 120, driving east of Hoblyn's shaft, on the north lode, is opening tribute ground. The 125, driving west upon Weale's lode, will turn out exceeding 1 ton per fm., in easy ground, and looking at this lode generally, the present pitches are highly favourable for good returns ultimately. The 60, driving east of the lead cross-course, on Herland lode, looks favourable for assisting the returns of the mine, and we are now driving the 40 fm. level to intersect the same lode. We are also driving the 60 fm. level south on the lead cross-course towards Alfred Consols lode; we have other south lodes to cut as well that have been intersected in the adit level on the same cross-course. The appearance of the mine generally is much improved since the last account meeting. Our pitches at present are yielding a fair quantity of copper ore, and we are much pleased to state that, although the winter has been very wet, our engine works about 6½ strokes per minute, and keeps the mine drained admirably. The future returns will increase considerably, and the stope in the back of the 137 fm. level, parallel with Copperhouse shaft, are worth 501. per fm.

GREAT WHEAL BADDERN.—The lode in the 20, west from Sunderland's, is still very large, and turning out good work for tin. We have again begun to fork the water below the 40 at Kenworthy's; but it is very quick. The lode in the 40, east from Burgan's, is 6 inches wide—mundle; it is in a disordered piece of ground, and we have about 4 fms. further to drive through it, when we have every reason to expect the lode better. The lode in the rise against the shaft is small, and the ground not so soft for rising. We are sinking a winze in the bottom of the 30, where we have a good lode of lead, 1 foot wide, but the water is very powerful, and I am afraid we shall not be able to go very deep until the 40 gets further on to drain the lode in the adit west is large, but unproductive at present. We are getting on pretty well in sinking the new shaft; and the ground is just the same for sinking. The tribute pitches are looking pretty well, but the stope in the back of the 30 are up in the kila—consequently, the lode is not so productive; and unless we have some means to drain the water, and enable us to sink below the 30, our samplings only will fall off for some time, or until the 40 is worked further east. We have 2 tons of tin ready for the smelting-house to-morrow.

GREAT WHEAL TONKIN.—Being in the neighbourhood of Callington, I visited this mine, and was much pleased with the sett—it being in very congenial strata for mineral. There are five lodes running east and west through the sett parallel with each other—three underlying north, and two south, which will intersect the tin lodes in depth. When they do meet, you must cut abundance of tin, as all these lodes are very promising for tin. There is also an east and west copper lode, a large fookan, and caunter lodes and large cross-courses already discovered on the sett, all of which are most promising. There is an engine-house and engine in the course of erection, and are nearly complete; and as soon as the engine can be got to work, I fully anticipate it will shortly after be a paying mine; in fact, looking at the situation of the mine, which is on the south-west slope of Kitt Hill, bounded on the north-west by Callington Valley Mines, and Callington Great Johnson, and Kelly Rhy lodes—the whole of which lodes run east and west through the sett; on the north-east is Kitt Hill Mine; on the east is White Rocks, Silver Valley, Ashburton, and Wheal Brothers, the lodes of which pass through the sett; on the south-east Wheal Langford silver and copper lodes, and Wheal Baring lodes, all of which are running into the Tonkin sett—I have come to no other conclusion than this mine, if properly worked, are more likely to be a first-rate paying concern.

HAWKMOOR.—The 20 west is producing good stones of ore—lode 2 ft. wide; the stope in the back are yielding good floors of ore for 5 fms. in length. The lode in the 30 east is 3 feet wide, and producing some very good quality ore—it is very tidy, and improves as it approaches the great cross-course; the stope in the back are much as usual. Graham's shaftmen are working well, and have nearly completed cutting ground for the angle-bolt plat in the 10 fm. level. We are getting on with the tin dressing; some of it will be put to the burning-house this week. The copper ore sold was weighed off to the buyers at Calstock Quay—39 tons 4½ cwt., at 61. 4d. 6d. per ton, and 4s. carriage—say, 2511. 19s.

HENNOCK.—The engine-shaft is down to the 60 fm. level, but must sink 4 ft. more to facilitate the cutting plat, &c., which will be completed by the latter end of the week. In the 50 south the lode is about 2 ft. wide, very regular, and producing some stones of lead. In the 40 south the lode is 3 ft. wide, producing some stones of lead; in the rise in the back of the 40 the lode is 3 ft. wide, and will produce 1 ton of lead ore per fm.—a good lode. In the 30 south the lode is 4 ft. wide, with good stones of lead; in the winze sinking under the 30 the lode is 2½ ft. wide, producing saving work.

HINGTON DOWN CONSOLS.—The sinking of Morris's shaft, as also that of Dodge's winze, progresses much as last reported on. There has been no lode taken down in the 55 east since last report. The stope are without alteration. The sinking of Hitehins's shaft progresses satisfactorily. The 55, west of said shaft, is much as last reported. We weighed on Friday last, at Calstock Quay, 154 tons 3 cwt., computed 154 tons of copper ore.

HOLYFORD MINE.—Annexed I beg to hand copies of the captain's report, and the mine's account for the past two months, as presented at the meeting, held to-day (March 30). The continued appearance of a balance against the mine arises from the circumstance that, owing to the want of vessels, no shipment of ore has been effected since October last. Every exertion has been made to engage vessels, but without success, until the last week, when one has been secured at Waterford; 85 tons of ore have been sent thither. A similar quantity has been lying at Limerick several weeks, and will be dispatched by the first available ship; and on the mine there remains a considerable parcel of best ore, besides about 40 tons from halvas. The proceeds of these several parcels, when realised, will, it is estimated, be sufficient to discharge not only the existing debt to the purser, but also to meet the cost of the new boilers, machinery, &c. Of these the new boiler for the pumping-engine is already on the mine, but that for the drawing-engine has been despatched from the foundry, and it will be followed in a short time by the drawing-engine and machinery. The details of the workings since the last meeting will be found in the report of Capt. Parn. In consequence of the ore not being sold, the comparative annual statement, usually submitted at the March meeting, cannot be made.

KESWICK.—A fine improvement has taken place at Brandy Mine—the lode in the 30 fm. north being now worth 251. per fm. The 20 fm. north, at the same mine, is worth 51. per fm. The stope in the 20 fm. south is worth 31. per fm. The 30 fm. north is worth 151. per fm.; the stope in the 30 fm. south is worth 101. per fm. At Thornthwaite Mine, the 37 fm. level is worth 2 cwt. of ore per fm. At the Barrow Mine, the tribute pitch is worth 91. per fm.

KIRKCUDBRIGHTSHIRE.—The lode in the 98 end east is still spotted with ore. The 86 end west has a large sparry lode, with stones of ore occasionally. The 74 end has a small branch of ore on the south wall. We have shipped off another cargo of lead ore (40 tons) this week.

KNOCKATRELLANE COPPER MINES.—The accounts received from Capt. Eady (late of Pool, Cornwall) are of the most satisfactory character. Judging from the present indications, few, if any, of the hitherto discovered tributaries are equal to this, and he feels confident that, as the mine develops itself, it will prove a valuable and lasting property.

LAMERTON UNITED.—The lode in the adit level is as large as last reported, 12½ ft. wide, and spotted with beautiful yellow ore; the ground has become more congenial, and as soon as we reach the lode, where the gossan is showing on the back, behind the changing-house, no doubt we shall have a large bunch of ore.

LYDFORD CONSOLS.—The railway in the bottom of the 50 fm. level, north of the engine-shaft, is completed, and the men are again engaged in the rise towards the 36 fm. level—the lode in which is 2 ft. wide, and composed chiefly of fookan. When this communication is effected, in addition to its proving the ground already driven through, it will be used for transit of stuff from the 36 to the level below, where it will be taken to the engine-shaft by rail, instead of wheeled as formerly, and at much less cost. The lode in the 36 fathom level, north of the engine-shaft, is about 1½ ft. wide, composed of fookan, quartz, and occasional good stones of lead. This driving, as also the 50 rise, is now being advanced without the inconvenience hitherto felt—the air-machine, also the air-pipe, and all other necessary work connected therewith, having been completed, and are now in good working order—giving, I am glad to say, the utmost satisfaction. The 12 fathom level south being far enough advanced, I have put the men to sink on some ore seen in the level below, and hope thereby to open some tribute ground.

MOLLAND.—In the 52 west the lode is 2 ft. wide, producing in the bottom part of the end stones of ore, the ground is considerably improved; in the same level east the lode is 2½ ft. wide, producing good stones of ore—set to eight men 2 fms., at 71. 10s. per fm.; in the western end 1 fm., at 51. per fm. In the 42 west it is 2 ft. wide, producing saving work, though not rich—set to two men 1½ fm., at 31. per fm., the men having finished the rise in the 42 east, four of them are engaged in this level, the men are opening and securing ground, in order to sink a winze under the same; the lode in the 42 east is 2 ft. wide, with a small leader of ore on the south part, producing good stones of ore—set to two men 1 fm., at 51. 10s. per fm.; the stope in the back of this level are much the same as last reported—set to four men 3 solid fms., at 31. 10s. per fm. The lode in the 30 east is 3

WHEAL CONSTANCE.—A very important discovery has recently been made in driving the 40 fm. level westward from Mitchell's shaft towards the perpendicular engine-shaft, where an oblique good ore lode has been intersected, and made its way through the east and west lode, called south Shepherd's lode, and running about 25° different from the east and west lode; but it is most important and, I may say, extraordinary part of the matter is, that it is now considered highly probable to be the Middleton lode, which has been, and still is, so productive in East Wheal Rose, although this belief will prove an extraordinary phenomenon in the laws of Nature; but the north pitch of this ore lode, in the case of East Wheal Rose, when within about 5 fms. of the east and west lode, the current was driven by the influence, or rebuffed, westward to nearly right angles of its former course, and after traversing nearly 200 fms. to have gone through the east and west lode, by a slight variation of not exceeding 20°. The ground in the end is soft for driving, and will produce ½ ton of ore per fm., and will work on tribute at about 2s. 6d. in 17. We sold 21 tons of ore on Thursday (24th March) to Messrs. Mitchell and Son, to be taken on the mine, at 18s. 15s. 6d. per 21 cwt.

WHEAL CREBOR.—On Saturday last, our monthly setting day, the following work was done:—A pitch in the back of the 12 fm. level at Rundle's, east of the cross-cut, to two men, at 9s.; in the winze to the 10 fathom level, at the south lode, by two men, at 9s. in 17; the crosscut in the 34 to drive by six men,—stented 2 fms., at 9s. 10s. per fm.; the 24 fm. level to drive west of Secombe's winze, by six men,—stented 2 fms., at 6s. per fm.; the 12 end to drive west by four men,—stented 2 fms., at 5s. per fm.; a cross-cut to drive north in the present end in the adit level, by four men,—stented 2 fms., at 6s. 10s. per fm.; the 20 fm. level at Gill's to clear and make larger, to hang tackle, &c., for the purpose of clearing up a winze to the 30 fm. level, to be known as Mason's winze, by six men for 14s., and 11s. per fm. for clearing up the same, by one man, at 10s. per fm. All the wheeling at the bottom of Rundle's by six men, or as many more as may be required, at 21s. 6d. month. Our pitches continue to look well. We sampled, on Friday last, the remaining part of Jan. and Feb. ore (38 tons), which made 115 tons for the two months. We have but little alteration in our tutwork, excepting the lode in the 40, or shallow adit, the same is 2 ft. wide—good saving work for copper. Our engine and other machinery are working well.

WHEAL EDWARD.—The new engine-shaft is sunk and made good 22 fms. 3 ft. from the surface. The water is still easy; in fact, at present it is no disadvantage, and the men are sinking satisfactorily. No doubt but they will accomplish their bargain in the time, as the engineers are still busy, and we hope that the engine, with all the masonry and carpent work will be ready by the time before named.

WHEAL FANNY.—We have secured and made good Hitchins's shaft to the bottom, and hung the shaft to a piece of timber, 36 in. long and 18 in. square, with the line of 2-in. iron rods which formerly worked the old engine-shaft lift by the water-wheel, which I consider of sufficient strength to keep the shaft firm, so that nothing can fail. We shall again resume the sinking, but at present I cannot set the shaft on tutwork until we get out of the troublesome ground, and our new lift is put to work. The cross-cut or new level in the 19 we have driven about 3 fms., making altogether 13 fathoms. On Thursday last (March 30) we cut the wall of a lode, as I consider to be the east 30 fm. level, to be known as a large vein with the north and south lode on or about that point; it has let down to the junction, and will be a great advantage to the shaft below the 19 fm. plat. I consider it advisable to suspend the shaft for a short time. I have set a cross-cut to drive north in the 19 fm. level to cut the east and west lode, which I calculate to be about 3 fathoms to drive, from my dialling of the ground. Set on the 29th of March to six miners, 3 fms. stent, at 3s. per fm.; also all the filling and landing for two months, by two men, at 5s. 2s. 6d. The men are still driving the cross-cut, or new level, the stent not being out.

WHEAL NEWICK.—The deeper we are sinking the shaft the better I like the ground; we have met with another lode, composed of gossan, spar, and mundie, and dropping into the great lodes. I hope we shall hole the shaft to the adit this month, which we had better set about our engine-house, &c.

WHEAL KITTY.—The snow is almost melted away; and we have resumed building for the winter, and the snow has been cleared from the quarry are being carted as usual. The plastering of the engine-house is finished, so also is the setting of the engine. A new central shaft from grass has been begun to sink to-day (March 31), which will communicate with the lode in the 24, and make the upper levels in the mine accessible for tributaries. The tribute pitches mentioned in the last report are looking well,—tributaries working early and late. The lode in the 34, west of the cross-course, is improved during the last few days, worth at least 50l. per fm., and opening up very good tribute ground in an unexplored part of the mine. Yes—our winze, south of the 20, has produced a lot of ore for the present, and the men to rise in the back of the level, to communicate with the level driven from Hancock's winze; the stopes in the back of this level are producing better work for copper than they have for several weeks past, not being so foul with mundie; the stopes in the back of the 10 fm. level are much as usual.

WHEAL LANGFORD.—Since my last, we have driven the cross-cut south in the 20 fm. level 5 ft., in which ground we have intersected three branches underlying north, two of which are about 5 in. wide, interspersed with mundie and jack, and a small portion of yellow copper ore; there is still a quantity of water issuing from the end, which is a strong indication of a lode not far ahead; we have suspended operations, and will resume them in a few days, for the present, and the men to rise in the back of the level, to communicate with the level driven from Hancock's winze; the stopes in the back of this level are producing better work for copper than they have for several weeks past, not being so foul with mundie; the stopes in the back of the 10 fm. level are much as usual.

WHEAL MARY ANN.—Pollard's shaft is sunk 2½ fms. under the 100. The lode in the 100, north of the shaft, is 3 ft. wide, worth 7l. per fm.; in the same level south it is 2 feet wide, worth 6l. per fm. The lode in the 90, north of the shaft, is 2½ feet wide, worth 30l. per fm.; in the same level south it is 2 feet wide, worth 5l. per fm. In a winze sinking under this level, south of the shaft, it is 3 ft. wide, worth 9l. per fathom; on the western part, in the same level, the lode in the north end is 1½ foot wide, worth 20l. per fm.; in the same level south it is 2 feet wide, worth 10l. per fm. In the 80 north is 2 ft. wide, worth 8l. per fm.; in the same level south it is 2 ft. wide, worth 7l. per fm.; in a winze sinking under this level it is 1½ foot wide, producing good stones of ore. The lode in the 70 south is 2 feet wide, worth 6l. per fm. The stopes and pitches throughout the mine are usually productive. On the 18th March we sold a parcel of lead ore, computed 61 tons, to the Tamar Smelting Company, at 28s. 4s. 6d. per ton.

WHEAL MAY.—The appearance of the lode in the 30 fathom level is without any change since last reported on. The ground is favourable for driving.

WHEAL MESSER (NEAR BODMIN).—I have just returned from examining Wheel Messer. I find the grant situate about two miles to the south of Bodmin, upon the Bodmin United Mines lodes. The site of the mines is rising ground, fronting the north, enabling the veins to be cross-cut by an adit level at 17ms. deep. The nature of the rocks is kils, resting upon granite. The lode above is large, and underlying it is a smaller lode, the north and south pitch of the lode is altered by the size of the veins. Water's lodes have been most worked, and have yielded from above the adit, and 20 fms. below, but principally from the adit to 10 fms. below, a very large quantity of ore. To the eastward this range of lodes is unwatered to a depth of 40 fms., below the adit by the engine of the Bodmin United Mines, and I estimate that 20,000l. to 30,000l. worth of ore may be taken away from this drained ground, at a large percentage of profit, say 30 per cent. I would remark that the southernmost of these lodes is very large, and has in the old workings been only taken away by a very inconspicuous channel, and has been left in the ground for the purpose of not interfering with the lode. I believe this lode to be 20 ft. wide, and in the largest place to be only worked away for 9 or 10 feet. It is, therefore, very likely that large bodies of ore remain in the unexplored sides of this immense vein. From these lodes the cross-cut or adit has been driven south to one of the Trefoil lodes, where it has a back of 17 fathoms; this lode, for a length of 25 fathoms eastward, and 10 fms. westward, is composed of beautiful rich copper ore, gossan, and spar; it will leave good profits in being worked on tribute, but it is of the utmost value as an indication of the whole character of the mines, and as affording a central approach to the mineral riches of the lodes in the neighbourhood of Bodmin. The Trefoil lode is a fine lode, and that its position is favourable for tin, being close to the granite than the other lodes. I had no opportunity of giving a description of this lode from an underground inspection, as the adit had not reached it, and I was not underground at Trefoil. Theoretically speaking, and taking into account its great yield of tin in the adjoining mine, I have no difficulty in assuming that this tin lode will afford very large profits. From the foregoing details of the mine, you will see that I have nothing left but to congratulate your company in having possession of a mine at Wheel Messer rich in lodes of tin and copper, and with more than general facilities for extracting them. The routine of the mine is such, that the white mud and sand, and the lode, and that its position is favourable for tin, being close to the granite than the other lodes. I had no opportunity of giving a description of this lode from an underground inspection, as the adit had not reached it, and I was not underground at Trefoil. Theoretically speaking, and taking into account its great yield of tin in the adjoining mine, I have no difficulty in assuming that this tin lode will afford very large profits. From the foregoing details of the mine, you will see that I have nothing left but to congratulate your company in having possession of a mine at Wheel Messer rich in lodes of tin and copper, and with more than general facilities for extracting them. The routine of the mine is such, that the white mud and sand, and the lode, and that its position is favourable for tin, being close to the granite than the other lodes. I had no opportunity of giving a description of this lode from an underground inspection, as the adit had not reached it, and I was not underground at Trefoil. Theoretically speaking, and taking into account its great yield of tin in the adjoining mine, I have no difficulty in assuming that this tin lode will afford very large profits. From the foregoing details of the mine, you will see that I have nothing left but to congratulate your company in having possession of a mine at Wheel Messer rich in lodes of tin and copper, and with more than general facilities for extracting them. The routine of the mine is such, that the white mud and sand, and the lode, and that its position is favourable for tin, being close to the granite than the other lodes. I had no opportunity of giving a description of this lode from an underground inspection, as the adit had not reached it, and I was not underground at Trefoil. Theoretically speaking, and taking into account its great yield of tin in the adjoining mine, I have no difficulty in assuming that this tin lode will afford very large profits. From the foregoing details of the mine, you will see that I have nothing left but to congratulate your company in having possession of a mine at Wheel Messer rich in lodes of tin and copper, and with more than general facilities for extracting them. The routine of the mine is such, that the white mud and sand, and the lode, and that its position is favourable for tin, being close to the granite than the other lodes. I had no opportunity of giving a description of this lode from an underground inspection, as the adit had not reached it, and I was not underground at Trefoil. Theoretically speaking, and taking into account its great yield of tin in the adjoining mine, I have no difficulty in assuming that this tin lode will afford very large profits. From the foregoing details of the mine, you will see that I have nothing left but to congratulate your company in having possession of a mine at Wheel Messer rich in lodes of tin and copper, and with more than general facilities for extracting them. The routine of the mine is such, that the white mud and sand, and the lode, and that its position is favourable for tin, being close to the granite than the other lodes. I had no opportunity of giving a description of this lode from an underground inspection, as the adit had not reached it, and I was not underground at Trefoil. Theoretically speaking, and taking into account its great yield of tin in the adjoining mine, I have no difficulty in assuming that this tin lode will afford very large profits. From the foregoing details of the mine, you will see that I have nothing left but to congratulate your company in having possession of a mine at Wheel Messer rich in lodes of tin and copper, and with more than general facilities for extracting them. The routine of the mine is such, that the white mud and sand, and the lode, and that its position is favourable for tin, being close to the granite than the other lodes. I had no opportunity of giving a description of this lode from an underground inspection, as the adit had not reached it, and I was not underground at Trefoil. Theoretically speaking, and taking into account its great yield of tin in the adjoining mine, I have no difficulty in assuming that this tin lode will afford very large profits. From the foregoing details of the mine, you will see that I have nothing left but to congratulate your company in having possession of a mine at Wheel Messer rich in lodes of tin and copper, and with more than general facilities for extracting them. The routine of the mine is such, that the white mud and sand, and the lode, and that its position is favourable for tin, being close to the granite than the other lodes. I had no opportunity of giving a description of this lode from an underground inspection, as the adit had not reached it, and I was not underground at Trefoil. Theoretically speaking, and taking into account its great yield of tin in the adjoining mine, I have no difficulty in assuming that this tin lode will afford very large profits. From the foregoing details of the mine, you will see that I have nothing left but to congratulate your company in having possession of a mine at Wheel Messer rich in lodes of tin and copper, and with more than general facilities for extracting them. The routine of the mine is such, that the white mud and sand, and the lode, and that its position is favourable for tin, being close to the granite than the other lodes. I had no opportunity of giving a description of this lode from an underground inspection, as the adit had not

LEAD ORES
TICKETINGS FOR ABOUT 50 TONS NEWTONARDS CONLIG LEAD ORE,
Douglas, Isle of Man, March 18.

Walker, Parker, and Co. (purchasers).....	£16	15	0
Paul Smith & Co.	16	15	0
Sims, Williams, Nyeill, and Co.	16	11	6
Tamar Smelting Co.	16	7	8
W. J. Cookson and Co.	16	7	6
Newton, Keates, and Co.	16	13	0
John G. Brown	16	13	0
Pontifex and Wood	15	15	0
Locke, Blackett, and Co.	15	15	0

TICKETINGS FOR ABOUT 100 TONS NEWTONARDS LEAD ORE, Doughlas, Isle of Man, March 23.	
Enthoven and Sons (purchasers)	£14 10 0
Walker, Parkes, & Co.	10 1 6
Paulmer Smelting Comp.	10 5 0
Newton, Keates, & Co.	16 3 0
John P. Eyton	15 15 6
Locke, Blackett, & Co.	15 15 0
Ponting, Smith, & Co.	15 15 0
Tamar Smelting Company	15 9 0
Sims, Wiliams, Nevill, and Co.	15 5 0

TICKETINGS FOR ABOUT 100 TONS OF LAXEY LEAD ORE.		
Douglas, Isle of Man, March 19.		
Newton, Keates, and Co. (purchasers)	£25	16
Sains, Wiliams, Nevill, and Co. (purchasers)	25	16
Tunstall Smelting Co.	25	16
Locke, Blackett, and Co.	25	12
Trustee of J. T. Treffry	25	10
Walker, Parker, and Co.	25	10
Fentliffe and Wood	25	0
J. P. Eyton	24	18
W. J. Cookson and Co.	24	5

TICKETINGS FOR ABOUT 100 TONS FOXDALE LEAD ORE, Douglas, Isle of Man, March 30.		
Sims, Williams, Nevill, and Co.	£17	5
John P. Fytton	17	2
Edmunds, Harding, Compagnie	17	0
Walker, Parker, and Co.	16	15
Mather and Co.	16	4
Locke, Blackett, and Co.	16	2
J. F. Cookson and Co.	16	0
Postlethwaite and Wood	16	0
T. SOWERS	13	9

Sold on the Mine, on the 24th March.			
Mines.	Tons.	Price per ton.	Purchasers.
Griffith	12	£18 7 6	Locke, Blackett,
Deal Constance	21	18 15 6	Michell and Son

Sold at Aberystwith on the 28th March.

art Grange	15	£20 4 6	Sims, Wilyama
ditto	15	15 10 6	ditto

Ticketing at Bawilt. March 31.

rnsmore	40	£15 12 6	Walker, Parker
st Shallee	22½	21 9 6	ditto
rtndadyne	22	18 8 6	ditto
oswydol	22	16 1 0	ditto

	Sold on the Mine.				
Neal Mary Ann	61	£28	4	6	Tamar Smelting
St. Wheel Rose	55	18	2	6	R. Michell and
ditto	22	20	1	6	Tamar Smelting

BLACK TIN.

Sold on the 10th March.							
Mines.	Tons	c.	q.	lbs.	Price.	Amount.	Purch.
Stock United	1	2	2	21	£64 10 0	£ 73 3 4	Union C.
ditto	0	9	1	9	38 0 0	17 14 6	ditto

Sold on the 13th March.												
wis.....	13	18	2	23	.....	£73	17	6	.....	£1029	9	4—Union C
ditto	1	8	2	0	.....	71	5	0	.....	101	10	7— ditto

Sold on the 24th March.

ditto	4	12	0	18	.....	£73	17	6	.....	£340	8	3—	ditto
ditto	0	11	0	26	.....	71	5	0	.....	40	0	3—	ditto

To which is added, carriage £10 5s. 3d.

.....	21	10	0	0	.....	—	.....	1529	3	9—	.....
Sold on the Mine.												
Snake Walls.....	8	0	0	0	.....	£75	15	0	.....	£606	0	0—Daubuz
ditto	4	10	0	0	.....	79	0	0	.....	355	10	0— ditto

ditto	8	0	0	0	75	15	0	000	0	0—Union C
ditto	4	10	0	0	79	0	0	355	10	0— ditto

To which is added, carriage £25.

Sold on the 31st March.

COPPER ORES.

Mines.	Tons.	Price.	Mines.	Tons.
North Pool	101	£3 0 6	North Pool	20

ditto	121	25	0	0	North Pool	20
ditto	106	3	9	6	ditto	17
ditto	82	3	7	6	East Wheel Croft	89
ditto	81	3	13	6	ditto	74
ditto	79	5	18	6	ditto	71

ditto	72	3	6	0	ditto	47
ditto	70	3	6	0	ditto	47
ditto	68	5	8	0	ditto	28
ditto	64	2	0	0	Dudnance	29
ditto	62	5	19	0	Longlose	22

ditto	53	4 6 0	Condurrow	60
ditto	50	10 10 6	ditto	59
Wheal Seton	83	7 2 6	ditto	58
ditto	77	3 14 6	ditto	56

ditto	65	3 13 6	ditto	40
ditto	63	6 0 6	ditto	33
ditto	54	7 1 0	ditto	30
ditto	49	8 12 6	ditto	12

ditto	11	6 2 6	Camborne Vean	76
Pendarves	75	7 2 6	Stray Park	33
ditto	66	7 6 0	ditto	35
ditto	64	6 17 6	Wh. Frances	78

ditto	62	9 3 0	ditto	30
ditto	58	9 9 6	South Wheal Frances...	80
ditto	41	3 8 0	ditto	72
ditto	40	8 15 0	ditto	63
ditto	1.3	4 2 0	ditto	10

neal Bassett	110	4	8	6	ditto	12
ditto	100	12	16	6	Doleath	63
ditto	76	6	6	0	ditto	61
ditto	68	14	4	6	ditto	58
ditto	65	8	4	6	ditto	56

ditto	63	11	19	0	ditto	86
ditto	61	11	19	0	East Pool	88
ditto	46	7	5	6	ditto	86
ditto	23	19	5	0	ditto	36
ditto	9	4	7	6	Power Consls	80

North Pool	111	6	5	6	ditto	61
ditto	106	5	5	6	Prideaux Wood	90
ditto	65	3	9	6	North Roskear	44
ditto	44	5	12	6	ditto	39

ditto	37	15	18	0	
TOTAL PRODUCE.					
Finicroft	829	£3586	8	0	(Camborne Vean)

Wheal Seton	808	.....	3129	13	6	Stray Park.....	257	.....	£
Wheal Bassett.....	564	.....	5192	5	0	Wh. Frances...}			
North Pool	400	.....	2467	3	0	S. Wh. Frances...	227	.....
East Wh. Crofty)						Dolcoath	218	.....

Dudnance	360	2192	10	6	East Pool	210	.....
Longclose					Fowey Consols ...	111	.....
Condurrow	353	2315	5	0	Prideux Wood	90	.....
					North Roskear ...	74	.....

Average Standard.....	£154 8 0	Average Produce.....	
Average Price per ton.....		£6 3 0	
Quantity of Ore.....	4531 tons	Quantity of Fine Copper, 262 tons	
Amount of Money.....	£28,071 6 0		

LAST SALE.—Average Standard £160 11 0.—Average Produce
Standard of corresponding sale last month, 164/ 9s.—Produce

	Tons.	Amount.
Mines Royal.....	50	\$641
Vivian and Sons	771	4419 1
Freeman and Co	408	1043

Freeman and Co.	408	1940
Grenfell and Sons	626	3069
Sims, Williams, and Co.	431	3091
Williams, Foster, and Co.	1205	7621
English and Australian Co.	256	2031

English and Americana Co.	250	2616
Mason and Elkington	359	812
F. Bankart	154	1841
Copper Miners' Company	271	

Total tons 4531 £28,071

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—
parcels.—Wheal Buller 1110—Carn Brea Mines 745—United Mines 337—W
Treacry 277—North Wheal Carnet 272—Hollamington and Croft Goshal 3

Consols 261—West Wheel Seton 235—Par Consols 228—East Crinnis and 166—West Wheel Bassett 162—Wheal Trebarvah 121—Botallack 163—Tyw—Gusku 70—Hawk's Point 46—Wellington Mines 36—Wheal Abraham—Sneadwell 29—Carnvannal 28—St. Auben and Grevils 28—Wheal Unity C

Wheal Virgin 23—Vyvyan Consols 22—Wh. Prosper 17—Old Wh. Bassett 17—
Mines 12—Wh. Jewell 9.—Total, 4769 tons.

NO SALE on Thursday, April 14.

Notices to Correspondents.

THE COST-BOOK SYSTEM.—Sir: I am glad to perceive that an offer has been made of a premium for the best essay on the Cost-book System. If this subject is properly treated by the parties writing, as I doubt not it will be, much good will result. Care must, however, be taken that the arbitrators chosen form such a body that the various questions relating to the subject be duly represented. I would suggest—A barrister, having a knowledge of and experience in questions connected with mining; a solicitor, having a practical knowledge of the working of the Cost-book System, as now generally adopted; an experienced agent, having the management of mines; a mining broker, and a mining captain. Arbitrators thus chosen will represent all interests. The candidates should bear in mind that an effort at composition is not required, but a sound practical view of the question is to be taken and discussed. If this is done, I have little hesitation in saying the result will go far to solve the problem of "What is the Cost-book System."—C. H.: *City*, April 1.

J. F. (Knockmahon).—All the Irish ores sent into Wales for public sale are sold at the Swansea ticketings, at which the smelters' agents record their biddings in writing, according to previous assay, and the highest bidder is the purchaser. If two or more should offer the like amount, which repeatedly happens, the parcel is divided among them. According to the standard of last week, which experienced a considerable decline, ores of 13½ produce would bring 16l. 3s. 6d. per ton: a month since they would have realised about 16l. 14s. per ton.

The answer to "F. W." (Kirkcubright) shall appear in our next Journal.

Shares in the Burras Mining Company can be as legally purchased in this country as in South Australia. The only office of the company is in Adelaide; but any London broker would undertake the transaction of business in them.

BOTTLE HILL MINE.—Sir: Permit me a small space in your valuable Journal to answer the questions of "A. J." (Bottle Hill), with regard to the impartial inspection of the above mine. It is at all times open for the inspection of any adventurer, or his agent, provided he be an accredited proxy. I should be glad to see any practical mine agent in the mine at any time, as I believe it will bear the inspection of strictest investigation of practical men, both underground and at the surface. Let the enquirer meet the manager at the meeting, to be held at St. Swithin's Lane, on Monday, the 4th April next, as I intend to be there, if spared and in health.—THOMAS DUNN: *March 31.*

GREAT WILSH SILVER-LEAD MINE.—Sir: In the early part of last year a great deal was said in your Journal concerning this mine. Can any of your correspondents inform me how it has progressed since that period?—G.: *Birmingham*, March 23.

L. N. (Helford).—The particulars in the Share List respecting Alfred Consols is quite correct: the 6l. 9s. represents the total amount paid on each share, while the 13s. is the last dividend declared. The same with Devon Great Consols. The Mar-mato shares have 2l. 10s. paid, and the Mariquita 1l.; but we know nothing about contemplated dividends in either.

A Shareholder in Silver Valley and Wheel Brothers would feel obliged by being informed if any thing is being done at the mines; or if a meeting has been held, or any investigation of the company's affairs taken place?

A Subscriber (Banagher).—The number of share in the National Brazilian Mining Association is about 10,000, 30l. paid, making the capital nearly 300,000l. There were 12,000 shares issued, but only 10,000 taken up, which will account for the number of our correspondent's shares. "Jacotinga" is a species of sparkling iron sand, or decomposed ironstone. "Stope" is a horizontal bed; to stop, to excavate horizontally, layer after layer. "A Subscriber" should obtain our Glossary of English and Foreign Mining and Smelting Terms, where the information he seeks is given.

We intend, in reply to numerous correspondents, to give, next week, some further particulars concerning Mr. Baggs's patent improvements in extracting gold and silver from their ores.

"F. W. C." had better consult a broker: he will find no trouble in procuring the information he requires.

RAILWAY OBSTRUCTIONS.—A correspondent has a model, consisting of several pieces of machinery, which are so formed as to be placed within a very short space of time upon any line of rail, in the event of an obstruction occurring on the contiguous line. By the adoption of this plan, there is little doubt a vast amount of delay, which at present arises through accidents, would be prevented, inasmuch as a train coming upon one overturned would, by this process, be at once passed to the next line, and thus proceed on the original line. Any one desirous can ascertain particulars, by addressing a letter to the Editor, which will be forwarded to the inventor.

ENTERED GREAT COPPER MINE.—"P." (Strand).—We are requested by Mr. Fish to inform our correspondent, and others interested, that a statement respecting the affairs of this company shall appear in our next Journal.

"J. W. W." (Swansea).—The note has been forwarded to Dr. Watson.

A Constant Reader (Swansea) wishes to know what the Melbourne Gold Mining Company are doing, and what are their prospects? Also, if the United Life and Guarantee Insurance Company is in existence; and, if so, the price of their shares.

SALE OF BLACK TIN.—In last week's Journal there was an error in Wheel Enys statement of tin sale; the price of the first parcel should have been 77l. 5s., instead of 73l. 5s. The total of 299l. 6s. 2d. was correct.

PORT PHILIP GOLD MINING COMPANY.—Holders of this stock are advised to receive with great caution remarks of rival companies, adverse to its interests. Although in an incipient state, this mine is the only one, either in Australia or California, now making monthly returns of gold from the diggings of its own men; and, under existing circumstances, really good returns. The Government of Australia has recently passed laws by which the company will be secured the services of its working staff, under pain of fine and legal punishment. It has also passed laws enabling the company to lease, for specific periods, auriferous districts, which the genius of Evan Hopkins, no doubt, has selected, and which will now be secured for the benefit of this company. The conflagration, so industriously adverted to, is not to the extent parties—jobbers—would wish to impress; but only of that amount which can speedily be rectified by the energy and talent of those engaged. The machinery was prepared for the buildings, but was not in them at the period of the fire, consequently they will soon be in a position to make heavy returns, to pay for past outlay and reward those who trustfully reposed confidence in the active agents of the company.—*Nid desperandum*, in a respectable company.—E. G.: *Stonport*, March 23.

Sir.—I beg to enquire what is the official position in the Port Philip Company of Mr. Bland—who, residing at Melbourne, undertakes to advise authoritatively on the proceedings, 100 miles distant, at the scene of operations? I know some shareholders in this company, who have invested in the belief that the whole of the business was under the unrestricted management of a superintendent, profoundly versed in the management of mines and miners. If Mr. Bland, or Mr. Sand, or any other nobody, is to interfere at pleasure, and frustrate plans laid with a full knowledge of existing difficulties, the case is entirely altered; and, I must say, it is due to the shareholders to be informed if such a position is the fact. The conflagration is a misfortune quite bad enough in itself, but if it is to afford power to persons at a distance to interfere with experienced management, and act in the spirit of such advice, I can only say such a prospect is most damnable to the interests of the Port Philip Company.—DAVID MURPHY: *March 29.*

MINING GLOSSARY.—For the convenience of new adventurers, and others requiring the information, we have prepared a Glossary of English and Foreign Mining and Smelting Terms: It is neatly printed in a useful form, and can be obtained through any bookseller, or at our office, price 2s.

THE COST-BOOK SYSTEM.—So much interest being evinced for information respecting the Cost-book System, we have reprinted, as a pamphlet, the paper descriptive of its principles and practice, which appeared in the *Mining Journal*. Copies can be procured through any bookseller or newsman, or at our office, price 6d.

On Wednesday, the 23d February, was published, price 2s. 6d.,

THE MINING GUIDE:

Containing the following particulars respecting each British and Foreign Mining Company:—

Name of mine Captain
Produce Committee
Where situated Secretary
Purser Office

And the NAMES AND ADDRESSES OF MINING AGENTS AND DEALERS IN SHARES.

To which is added,

A COMPLETE SET OF AMENDED RULES FOR THE MANAGEMENT OF MINES ON THE COST-BOOK SYSTEM.

The object of the *Mining Guide* is to afford a means of communication between inventors and others with parties connected with the working and management of mines; to introduce manufactures applicable to mining purposes; acquire information, &c.

In course of preparation, a New Volume of

THE MINING MANUAL AND ALMANAC:

Containing comprehensive Tabular Statistics, Scientific Articles, &c.

It is particularly requested that all communications may be addressed—

TO THE EDITOR,

Mining Journal Office,

26, FLEET-STREET, LONDON.

Post-office orders made payable to Wm. Salmon Mansell, as acting for the proprietors.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, APRIL 2, 1853.

In our Journal of the 10th March we made some remarks on the price which copper had obtained. It may not be inapposite here to notice how during the last two months tin has been affected. The prices of tin have advanced as follows—on 21st January, 5l. per ton; on 14th February, 5l. per ton; on 23d February, 5l. per ton; making the present price of block 117l., and refined 120l. per ton. It has been argued that this arises from the fact that stocks are accumulating in this country; and in order to increase the demand, an artificial scarcity in the article has been caused by the producers. This we deny. The stock in London on the 1st of January, 1852, was 1401 tons; in the same period of 1853, 1767 tons: showing an increase of 366 tons. The exports of tin-plates from Liverpool in 1851 were 505,000 boxes; in 1852, 602,982 boxes: showing an increase of 97,982 boxes, equal to about 350 tons. It may be urged that this argument may be used against ourselves, having shown an increase in stock in the year 1853 over 1852 of 366 tons; but this is

answered by the fact, that in the months of January and February, 1852, the export of tin-plates from Liverpool was 73,000l.; while in the corresponding period of the present year it reached to 132,000l., approaching somewhat to nearly double the amount. From all accounts that have come to hand, it does not appear that any great supplies can be anticipated from Penang, Singapore, India, or China; and if the money market should remain in a healthy state, the re-action feared by some alarmists will be very trivial, if any; at all events, we will venture to predict that it will not exercise much influence on this branch of our industry. The present remunerative prices cannot fail in exercising not only a beneficial tendency on our manufactures, but likewise on our mines.

In our last Journal we presented our readers with the particulars of the copper ore sales for the quarter ending 28th March, both at Swansea and Cornwall. The following is the result of the latter, as it occurred for the separate twelve weekly sales:—

1853.	Av. Stand.	Prod.	Price.	Ore.	Fine cop.	Amount.
Jan. 6.	147 18	6½	£6 14 6	3293	211 19	£22,293 12 0
" 13.	152 5	6½	7 10 6	3262	220 7	24,575 6 0
" 20.	152 6	7½	8 14 0	3411	256 19	29,753 15 0
" 27.	164 14	5½	6 14 0	3192	182 8	21,265 17 0
Feb. 3.	161 18	6½	7 3 0	4355	204 8	30,832 10 6
" 10.	157 17	6½	7 14 6	3495	233 5	27,205 12 0
" 17.	155 1	7½	8 6 0	4027	331 6	38,643 17 6
" 24.	165 12	5½	6 12 0	2936	166 16	19,556 0 6
Mar. 3.	164 9	6½	7 6 0	3253	199 2	23,714 8 0
" 10.	161 6	6½	7 14 0	4032	261 18	31,149 8 6
" 17.	151 4	6½	7 11 0	3859	257 19	29,172 9 6
" 24.	160 11	5½	5 18 0	3411	185 7	20,380 8 0
Total				Tons 43,156	2771 M	£318,543 4 6

These ores were purchased by the undermentioned companies:—

	Tons.	Amount.
Mines Royal	4384	£38,076 15 3
Vivian and Sons	6270	41,158 14 6
Freeman and Co.	3766	22,762 12 2
Grenfell and Sons	5417	36,360 4 4
Sims, Williams, and Co.	4136	31,748 17 0
Williams, Foster, and Co.	8224	71,047 16 4
English and Australian Co.	3018	25,851 3 4
Mason and Elkington	3318	25,116 18 6
F. Bankart	1764	8,556 16 6
Copper Mines Company	2809	19,224 5 10
Crown Company	50	439 0 9
Total	43,156	£318,543 4 6

The quarterly sales as above, when compared with the preceding quarter, show a falling off of 2004 tons of ore, yielding 207 tons less fine copper. The two samplings for the present quarter, however, show a considerable excess—viz., 9300 tons of ore against 6555 only for the two first in March quarter, and 8762 on that ending Dec., 1852. Consequently, we may expect the quarter just entered upon to exceed those for some time past. The high rate of standard has naturally induced all the productive dividend-paying mines to trespass a little on their reserves of ore ground, and to bring larger quantities of produce to surface for sale, which will tend to keep up, if not augment, the dividends, while the standard remains buoyant. At the same time, it behoves shareholders to take into consideration the chance of as sudden a drop as the rise has been, and to reflect that in many instances the agents have been instructed to trespass rather freely on their resources below, and have not the same extent of reserves as they had 12 months ago—in short that, generally speaking, they have been taking away monthly more ore than they have really discovered. Any cool calculating shareholder has only to compare the list of mines selling copper, as presented in our last Journal, with that of the four preceding quarters, select out each separate mine, and he will readily see our meaning; for unless the agents can boldly avow they have as much ore in sight now as then, our intimation stands unimmoveable. We admit the temptation, while such high rates are maintained, of bringing to market all the available ores they can. We know that doing so increases the assets, and induces shareholders to demand larger dividends in consequence. No sooner is an increased bi-monthly dividend anticipated, than up go the value of shares in the market, as though they were to be permanent. Such ought not to be the calculation or expectation; and this induces us to be thus far explicit, and to advise purchasers to ground their calculations on a more solid and lasting basis. They should first ascertain the probable amount of reserves—i. e., how long the ores in sight would take to bring to market, provided a similar amount in tonnage and money were extracted quarterly or half-yearly; next, the probability or otherwise of the present standard being maintained, and compare this with the actual amount of dividends receivable and rate of purchase. From five to seven years' purchase was formerly deemed full value, but now we see mines readily selling at a rate beyond double these periods; and we sincerely wish that agents were really able to show they justified it, but we have strong doubts, and cannot refrain from expressing them.

British and Foreign coal mines are daily becoming more and more mediums of investment, to which the attention of the prudent capitalist is properly directed. In their prosperity is involved the most valued indispensable of commerce, manufactures, and domestic life. From the fire-nook of the humblest peasant to the mantled and gorgeous hearth of royalty, the great necessary of civilised existence, coal, is a well-estimated object of consideration. It works the loom, assists in annihilating space, in uniting distant countries, and bringing the strangers of many lands together. It is in every sense, as a primary agent, the most effective impetus of science; and it becomes the duty of every provident people to insure a supply of it in the largest possible quantity, and at the cheapest rate. The coal mines of England have for centuries been established sources of national wealth, and the geological features of our extensive fields fortunately promise that they will long continue to be so. It, however, exists as a strange anomaly, that although we are a nation who fail not to appreciate and develop its resources, nevertheless we are slow to improve the systems by which this, one of the most valuable, is explored; and it is a fact by no means creditable to our sagacity, that while progress has been made in every other branch of practical science—progress which has brought many manufactures near to perfection itself—so little effective good has been accomplished in this. Old fashions have been fondly adhered to, and ancient though acknowledged errors have been fondly, and are still fondled, although the stern and corrective power of the Legislature is "looming" in the distance: *en passant*, we would advise that they be at once repudiated, and with a good grace; else, like "fairly-stricken bairns," they will sap the strength and wither the hands of those who nurse them.

Now, in the name of common sense, we would ask coal owners why they do not meet, and enter into such enquiries, managerial and scientific, as may tend to a solution of the mystery which we are told exists in the labyrinth they are now blindly traversing? Is selfish dislike to salutary innovation to be inferred from their unwillingness to consult, advise, and act? Will they not assist the Government in its effort to create a better order of things; to protect the lives of a vast labouring population; to work more scientifically, and consequently more economically, the riches contained in their possessions? Or shall we be forced, while estimating the fatal effects of their fatuous inertia (a severer expression would be more appropriate), to write down "Carnifer" against the name of each, and to point to them generally as men the basis of whose independence is cemented by the blood of their fellow-men.

The terrific explosion at the Arley Mine, near Wigan, which we had to record last week, and which sent 47 or 50 unfortunate beings to their last account, is a proof of the reckless and criminal management which left the lives of many to the prudence of one. Was such a post not worthy of a double sentry? Was underwriter THOMAS JONES the only individual who could be entrusted with this important duty? He neglected that duty. He, perhaps, was not capable of appreciating its importance: we shall give him the benefit of the most favourable construction. Still underwriter THOMAS JONES is criminal; but his employers are more so, and on them devolve the awful responsibility of this soul-harrowing catastrophe.

Turning for the moment from any further discussion on this subject, for we are willing to allow the public to ground its own opinion on the evidence which is yet to be adduced, and to which it is our intention to recur, we shall glance at the supplies which the vast and hourly extending traffic of this country require from its coal-mining industry—in *primo*, the Australian steam service is not sufficiently provided for; evidence of this fact has only a few weeks since appeared, glaringly and unmistake-

ably: depôts are few, far between, and ill supplied on this track. And next, the American steamers require more facilities in procuring the material in sufficient quantity, and at a cheaper rate; while lately in many districts, complaints are made, and justly made, that with all our mineral capabilities coals are now at so high a standard.

Surely the coal mining proprietors ought to be alive to all this, and in improving their system of exploration insure a greater supply from the same amount of labour. In the Prussian and Belgian mines, although in the latter country mining discipline in some points is rather lax, the advantages derived from the Government system, as at present enforced, are acknowledged; and it is avowed that there is one-third increase in the present products of labour, as compared with those of the old mining regime.

The question now arises, whether our coal owners ought not to meet, assist the Government with their experience, and lay down rules for future and better management? We suggest such a proceeding. Reform will, they may rest assured, be forced upon them; and should there be anything unsatisfactory in the enactments which are now being framed, they will have only to blame themselves, if they are tardy in the work of improvement. Let them also remember, that there is a strong and spirited foreign competition to be contended with; and we have only to quote a few passages from a report of Professor ANSTED, published in a pamphlet by the MOUNT CARBON CHARTERED COAL AND IRON COMPANY, in evidence of this truth. The learned professor, who lately proceeded to Virginia, U.S., to inspect the Mount Carbon property, states that, at a moderate computation, the quantity of gettable coal on their 10,000 acres may be estimated at 55,000 tons per acre, this amount of product being procurable above the water level; and he remarks—"A very large and extended system of working may safely be ventured on in a case where the mineral property is so clearly developed and readily obtained as in that before us, and where the quantity of mineral in sight is so exceedingly large."

It must be remembered that this opinion may be said to apply generally to the district. The great Kanawha River, one of the principal tributaries of the Ohio, intersects the vast coal-field which lies in this state, Virginia, and serves as an easily available and economical exitory for its mineral produce, while the large mercantile marine at New Orleans, and other places on the Mississippi, are at hand to receive the coals and convey them to depôts which are now being formed by American enterprise on the track of our colonial steamers.

Here is a single instance of powerful competition; other projects of similar worth are, no doubt, in embryo, for such is the spirit of the times: and, firmly believing that competition is the nerve of commerce, and that to the rapid strides which other countries have of late years made in commercial knowledge and manufactures does England owe, in a great measure, the spirit which has directed her genius so powerfully and so successfully, we hail every legitimate foreign enterprise with a friendly feeling. Regarding such fraternal antagonism as the most effective exciter of our own energies, we can afford to foster and encourage the industry of others; and we may confidently trust to the indomitable power of our own.

The distressing account which we inserted in last week's MINING JOURNAL of the explosion at the INCE HALL COMPANY'S ARLEY MINE, near Wigan, appears far from having been exaggerated: more than 40 dead bodies had been brought to surface by Saturday morning, and from the great extent of the workings to the north, 1400 yards, and from the vast quantities of roof that had fallen, blocking up the roadways, this portion had not been explored, but in which, it is feared, missing men will be found, swelling the catalogue of the dead to nearly 60, but whom it was expected could not be got at for some days. The power of the explosion may, to some extent, be judged of when we state that a quantity of the materials were carried up the shaft 415 yards and hurled high in the air, from whence they fell into the canal and on the surrounding surface. The report was heard to a considerable distance above ground, while below some of the survivors compare it only to the shutting of a distant door, and actually resumed their work, not dreaming anything serious had happened. The inquest was commenced on the afternoon of yesterday week, when an interesting and concise account of what he considered the origin of the catastrophe, and the means employed to recover the men, was given by Mr. JAMES DARLINGTON, the managing partner of the firm. Mr. DICKINSON, the Government Inspector, was present, and THOMAS JONES, the underlooker, attended, in custody. Mr. DARLINGTON stated that he was about the centre of the works, one quarter of a mile distant, when the explosion occurred; a few minutes after one o'clock on Wednesday, the 23d March, he perceived that the mine had fired, by the ventilation being for a few moments reversed, and smoke ascending the downcast shaft. The explosion had broken down the doors, blown the cage out of the wooden guide rods, and set them on fire. Several of the men also went down, and the first thing seen were fragments of the strong doors, mingled with the mangled remains of about fifteen colliers, so mixed up with pieces of blackened wood that it was difficult to recognise them. In the engine-house, at the bottom, three persons were found alive, and 20 more at a short distance in a state of great exhaustion; they were given some cordial, recommended by medical men, to restore them. It took 18 hours to renew the doors and brattices, when 22 more dead bodies were discovered. There were about 50 men employed in the search, who divided themselves into four parties, and took the divisions east, west, north, and south. The explosion had occurred in the north district, where the ventilation was stopped, and it was then dangerous to examine it, but doubtless many bodies were under the fallen rubbish. The workmen used Locri's safety-lamps, and are not allowed to use candles or open lamps, except at the bottom of the shaft, where there was no danger. There was blasting in the mine, but only in districts considered safe, and then not until after an examination of the atmosphere. His opinion was that the accident occurred through the failure of a lamp, or the removal of a lamp top; the men were very expert at picking the locks. In reply to Mr. DICKINSON, Mr. DARLINGTON stated that the pits were generally in good working order, but he had recently called Mr. JONES's attention to the northern part, he having reported that small jets would light at the face of the coal, like a small illumination. In ten minutes after the accident, JONES told Mr. DARLINGTON what he had done, when he was asked how he could do so without removing the men or informing Mr. DARLINGTON? His reply was, he thought there was no danger. He had been promoted from one of the other pits about a year and a half since, on account of his ever having been found a careful, industrious man. His opinion was that 150 to 160 men were in the pit on the morning of the explosion, and that 100 had been got out alive; could not be certain, as the colliers' lamps had got mixed with those of the exploring party. Did not think the ventilation would be much interrupted by the cages, as when one ascends the other descends; but if both got fixed it would be obstructed. In answer to Mr. DICKINSON, it was further stated that the clear passage of air past the cages was 40 ft. area, and by the anemometer he had ascertained the return air to be 30,000 feet per minute, the natural ventilation of which was about 15,000 ft. per minute. In summer he considered the temperature of the pit would be 100° Fah., and if the external was about 60°, there would be a ventilating power of 40°. JONES was very attentive, and had been employed in pits where, as compared with the Arley, there were ten difficulties to one in the latter. He had never had reason to complain of him. JONES was in the room while Mr. DARLINGTON gave his evidence, but asked no questions, and the enquiry was adjourned.

In addition to the 40 bodies recovered up to Saturday, one of the men then alive, named ROBERT AINSWORTH, who appeared to be suffering from asphyxia, has since died, and nine more bodies have since been recovered from the workings, making the total ascertained number of 50 deaths. From an examination of the appearance of the workings, we are informed that Mr. JAMES DARLINGTON, the manager, has formed an opinion that the explosion originated neither at the furnace beneath the up-cast shaft, nor at the further portion of the No. 4, or north district, about 1400 yards from the shaft, but at a point nearly midway between those two, or about 800 yards from the furnace, where it was first thought the damp had been fired. From this he is led to conclude the explosion must have been caused by the carelessness of some of the colliers, in leaving open one of the air-doors immediately adjoining the seat of the explosion, so as to change the course of the ventilation, and allow the gas to accumulate; otherwise it is believed that the immense ventilating power in the mine would have been sufficient to prevent such a disaster originating at that point. This accumulation of gas was probably set on fire by its being rapidly drawn over the lamps, or by a naked lamp having been exposed in its vicinity; for, although the lamps are kept locked, some of the colliers, with more dexterity than prudence, contrive to open them, with a view to obtain a better light. The damage done to the pit is by no means so great as was at first supposed; three of the four districts are in a state which would admit the men to resume work almost immediately, but it is

unlikely that the ordinary work will be re-commenced for several days. With the furnace put out, the natural ventilation of the mine has proved to be sufficient to prevent any dangerous accumulation of the gas, but still there are isolated portions of the workings by no means free from it; and it will probably be two or three days longer before the whole of the north district can be explored, the stench arising from which leads to the suspicion that several bodies are still concealed by the earth which has fallen from the roof of the workings.

A parliamentary return has been obtained, on the motion of Mr. BLACKETT, of the various sums which are annually paid as duty on coals brought into the City of London, together with the application of the proceeds therefrom. This statement shows that, since the year 1832, the nett produce of the 8d. per ton duty has gradually, with but very slight variations, increased from 33,620l. 4s. 3d. to 113,559l. 3s. 3d., which sum was raised during the year ending the 5th of January last. In the year 1832 the proceeds of this duty of 8d. per ton was carried to the credit of the Orphans' Fund. Since then, however, it would seem that the produce, together with wine duty, charges upon the corporate revenue, a duty upon admission to the freedom of London, a duty on binding apprentices, profits of aqueducts, and one moiety of the nett profits of Farringdon Market, are carried to the fund called the "London-bridge Approaches Fund," which fund is charged by Parliament with effecting street improvements in the metropolis. The nett proceeds of the 4d. per ton duty has increased from 35,722l. 9s. 11d. in 1832, to 67,591l. 10s. in 1852. This duty is the property of the Corporation of London, and is carried to the credit of the City's cash, subject to such applications as they may direct from time to time. The nett duty of 1d. per ton, in 1832, realised 8922l. 5s. 10d., and it has been increased since that time to 14,297l. 17s. 6d. in 1852. Up to the year 1845, inclusive, this duty was applied to the maintenance of the markets for the sale of coals in the City, and in paying the pensions due to the land coal-meters deprived of their offices, and in generally carrying out the provisions of the Act. Since 1845, the duty, however, has been paid to her MAJESTY'S Commissioners of Works, to be applied by them in effecting public improvements in the metropolis authorised by several Acts of Parliament. No sums were chargeable on the coal duties solely previous to the 1st and 2d WILLIAM IV., c. 72; but the sum of 1,320,000l., raised for public services and improvements, is charged upon certain funds—to the credit of which the duty of 8d. per ton is carried. Since the passing of that Act, the sum of 968,000l., making with the interest, which has not been paid out of the growing produce of the fund, 1,264,303l. 7s. 11d., has been charged upon the produce of the coal duties. These charges were principally made for improving the site of the Royal Exchange, for New Oxford-street, &c., Victoria-street, Westminster, Farringdon-street, and other improvements in the metropolis generally. The surplus of the fund, of uncertain amount, is directed by the 13th and 14th VICTORIA, c. 103, to be applied to opening an improved line of communication between Coventry-street and Covent-garden. The duty of 1d. per ton was, by 8th and 9th VICTORIA, c. 101, made applicable to a fund for such improvements in the metropolis as Parliament should sanction. The sum of 1,049,302l. 7s. 11d., including 296,302l. 7s. 11d. interest, were payable on the 14th March, 1853, out of the London-bridge Approaches Fund, to which the 8d. per ton is duty carried.

The district of the Forest of Dean, in Gloucestershire, appears to be now attracting a great deal of attention amongst capitalists and speculators; and this rich, though long-neglected, field (coal and iron) bids fair to lengthen to be fully developed, as broad gauge lines in connection with the Great Western are in the course of construction into the very midst of the collieries. We lately noticed the formation of a company for working the Woodside Collieries in this district, and in another column of this day's Journal will be found the particulars of another property, more extensive, and certainly as well situated as regards that greatest of all desiderata—close proximity to the rail. This is also proposed to be worked by a company; and if the names of respectable and influential men constitute any guarantee of the soundness and safety of the undertaking—that it will be conducted fairly and honestly—the Great Western and Forest of Dean Deep Coal Company appears to have every claim to public confidence. The evidence of the value of the property belonging to this company appears to be derived from incontestable sources, for the records of the House of Commons, the reports of the most eminent geologists, experienced practical miners and engineers, official statistics of the trade and consumption of coal in the districts and markets within the reach of these mines, form part of that evidence, and fully justify the apparently reasonable views and expectations of the promoters.

Mr. JOHN BAGNALL, the iron-master, delivered a highly interesting lecture on the History and Progress of the Iron Trade, at Bilton. The lecturer commenced by adverting to the surpassing importance of the iron manufacture to the well-being of all branches of English industry—the manufacturer or the agriculturist being alike interested in its continued advancement and prosperity. The use of iron had been known in all ages, and the progress of all nations in civilisation might well be measured by the degree in which they availed themselves of it. The Scriptures referred to iron, in many passages indicating its application to the ordinary purposes of life, together with the less peaceful pursuits of war. We read of TUBAL CAIN, the instructor of every artificer in brass and iron, and are told of the iron bedstead of Oth, the King of Bashan; also of chariots of iron, weapons, &c. The Greeks and Romans were well acquainted with iron in all its then known uses; and CÆSAR in his *Commentaries*, written B.C. 55, speaks of the iron war-chariots of the Britons, proving the existence at that early period of iron manufactures in this island. Many remains of ancient British and Roman iron-works were still to be found in England, more particularly in the Forest of Dean, where large quantities of mingled iron and scoria had been discovered in the vicinity of the ancient workings, indicating in some measure the nature of the process used at that period. The original furnaces seem to have been air bloomeries, which being erected on an eminence, and filled with alternate layers of charcoal and ore, were then dependent upon the natural current of air for maintaining such an amount of heat in their fires as might suffice to fuse the materials. This same primitive furnace was to this day in use in the interior of Africa, as described by MUNGO PARK in his travels in that country (from which Mr. BAGNALL read a long extract), and there could be no doubt that this description would have been equally applicable to the first iron-works in England. There were also in the times of the Romans iron-works in Spain, and in Africa along the shores of the Mediterranean.

The next step in the progress of the iron manufacture, was the substitution of artificial blasts by means of bellows, for the natural air-blast. In the letters of the Roman General AGRICOLA, when governor of Britain, were many interesting particulars about the Roman furnaces, and the manner of working them. Among other peculiarities, AGRICOLA states that the workmen wore masks of felt, to protect their faces from the heat of the iron. Great accumulations of partially fused iron had been left by their blast bloomeries in different places, which, in the present day, had been a source of considerable profit to the proprietors, from the excellent quality of the iron, which from its hardness might rather be designated steel than malleable iron. Following the progress of the trade to more recent times, we find in the reign of EDWARD I., HENRY III., and other princes of the mediæval era, various statutes regulating different matters in connection with it, principally as to the supply of timber for charcoal, indicating its growing extent. At this period, the chief demand for manufactured iron was for armour, and the decoration of churches and monasteries. There were some beautiful specimens of ancient ornamental iron-work in Westminster Abbey, and other old cathedrals, especially the tomb of QUEEN ELEANOR. The cost of that tomb was estimated at 127l., equal to 1800l. at the present time. At this era the introduction of cannon into the military service gave a fresh impulse to the iron manufacture, although the first cannon were not cast in a piece, but were fastened together by hoops, and consequently were very liable to burst, KING JAMES I. of Scotland being killed by such an accident. In the year 1483, laws were made to prohibit the importation of foreign iron manufactures, in order to foster the native trade—a clear proof of its growing national importance. We now come to the era of the Reformation—an event which, whatever Cardinal WISEMAN may say to the contrary, has had the greatest influence in promoting progress in arts, science, and social amelioration. In the reign of HENRY VIII., fresh alarm was excited on the ground of the destruction of timber for charcoal used in iron-works, and an Act was passed in 1544, on that subject. Still no one thought of using coal, and the devastations in the woods continued to such an extent, that EVELYN, in his *Sylva*, expresses his regret that there were any

iron-works in the country, stoutly maintaining that it would have been more for the advantage of England to import all her iron wares from abroad. The first individual who substituted pit-coal for charcoal, in the making of iron, was DUD DUDLEY, in the reign of CHARLES I. This gentleman, the author of a very interesting work, lately re-published, called *Metalum Martes*, commenced the use of coal at his works at Pensnett. Poor DUDLEY was the victim of much persecution on the part of his neighbours, who opposed the invention, which, coupled with the losses in the civil war, reduced him to poverty. The use of coal was, however, not the less adopted.

Another great benefactor to the Staffordshire iron trade was MICHAEL FOLEY, ancestor of the present noble family of that name. In his time Sweden was the chief seat of the European iron trade, the English ironmasters being unable to compete with the Swedes, owing to the superior skill of the latter. FOLEY went over to Sweden, gained admission to their works, in his character as a fiddler, and returned to England with notes and plans of their processes and machinery. Finding the machinery he set up near Stourbridge a failure, he again returned to Sweden, improved his knowledge of their method of manufacture, and, on his return home, was completely successful. After eulogising the late ISAAC WILKINSON as the father of the present Staffordshire iron trade, Mr. BAGNALL referred to Mr. NELSON's discovery of the hot-blast, by which, among other beneficial results, the ironmasters were enabled, without injury, to blow out their furnaces on the Sabbath—a blessing, the importance of which, in a moral and spiritual point of view, could not be too highly esteemed, more especially when it was considered that there were now not less than 650,000 men employed in the manufacture of iron.

The Nature of Geological Evidence was partially shown, in a lecture at the Penzance Institute, by R. Q. COUCH, Esq., the President,—partially only, because, as the lecturer observed, at a later period of the evening, he had selected merely two or three examples from an array of geological testimony which might have been adduced in defence or support of the science. Having intimated that the rules laid down by Lord BACON and Sir ISAAC NEWTON, as to inductive philosophy, guided geologists in their researches and conclusions, and pointed out the uselessness of denying doctrines while facts remained untouched, the lecturer laid down his first important proposition, that an infinity of power and wisdom must be attributed to the first great cause, and went on to consider the strata composing the earth's crust; observing, that geology sought not to investigate the origin of the earth, but only the discovery of phenomena in matter after it was once formed, and the reading of traces which previous events had left behind—geology being a science of observation and not of revelation. Mineral veins were first considered. They spoke a language of formation, order, and succession, and that at a period subsequent to the era of the rocks in which they lay imbedded. These veins might be ranged under two distinct classes—1st, contemporaneous veins; and 2d, true veins. By contemporaneous veins, were meant those formed at the same period as the rocks in which they lay imbedded: they were a portion of the rock itself. Though defined like other veins, yet they carried with them no lines of separation, as in other and true veins. They had no sides, nor were they distinct from the beds in which they lay. If you split a vein of this character, the fracture separated not only the vein, but, as readily, it would go through the rock in which it was imbedded. No interruption ensued—the dip and cleavage of both being identical. Specimens might be seen at Castle Treen, Tol-Pedn Penwith, St Michael's Mount, and Botallack. True veins differed from these in almost every particular. When once formed subsequently to the rock in which it was found it had sides, and if the surrounding rock was cut away, it would stand out separate and independent from it; if a fracture was made it would only go through the vein; if a fracture was made in the rock it would go through the rock and not touch the vein, being of a different structure, composition, and crystallization. These veins differed from the rocks in character and composition; they lay in fissures; were not identical with the rocks in which they were found; and had been formed subsequently to their surrounding rocks, because they differed from them in chemical character, in their dip, strike, and underlay. Mr. COUCH then, at some length, explained the nature of cross-courses, and the manner in which they affected the main lodes. He gave an instance of a lode being divided and separated to a considerable distance. About two years ago, the specimen he held in his hand was a portion of an ironstone found in a tin lode in the neighbourhood of Camborne, in granite; but in cutting through the lode it was found that the lode in the killas, or slate rock, opposite to it was so small that it could not be the same lode. It was examined and found to be of aqueous formation; so it was suggested that it might have been fractured, and, on an examination being instituted, it was possible the separated vein might be discovered. The year following, Mr. RULE, of Camborne, wrote a paper, which was now published in the *Transactions of their Society*, in which he stated that he had discovered the other lode, between 40 and 50 fathoms off, in the killas, and at the point in which the killas joined with the granite, he discovered another piece, which fitted exactly into this piece, showing that the two had once formed one, although the great tin lode had thrown them 40 fathoms one from the other. Thus there were certain rules in geology whereby the unknown might be made known. The lecturer next turned his attention to crystallization, in which department of his lecture some interesting remarks were made as to the change gradually effected in crystals, beautiful and complete specimens proving this change existing in Mr. CARNE's collection. Mr. FOX's researches in this science were referred to. Rocks next came under the lecturer's notice—igneous and sedimentary, with their sub-divisions. This brought him to an explanation of the strata forming our globe, and here his remarks were amply illustrated. He explained the various phenomena of dislocation, upheaval, and subversion; showed how geologists had ascertained with certainty the order in which these strata had been heaped up; and then came to a consideration of the world's age, and the proofs that it numbered infinitely more than 6000 years. We were to receive this subject of geology without hesitancy and without doubt; and, in pursuing these things, entertain no fears of making any discoveries which should contradict the intentions of the Creator. Geology introduced us to the physical constitution of our globe—it was, in fact, the Earth's history of her own times, written in characters Nature herself had provided, which left no doubt on the mind; it was a history full of intelligence, and as interesting as a fairy tale.

Mr. C. V. WALKER, in his second lecture on "Electric Telegraphs and Electric Clocks," at the London Institution, discussed and illustrated the following portions of the subject:—Chemical telegraphs, electro-magnets, galvanometers, archæograph, telegraph establishments, construction, maintenance, despatches, how worked, history of a telegraphic message, railway uses, telegraph companies, literature of telegraphy. In relating the history of electric telegraphs, Mr. WALKER placed Messrs. COOKE and WHEATSTONE in the van of the host of mechanicians and men of science who have attained the force required from the electro-magnet. After completing the explanation of the philosophical part of this subject, he gave a particular numerical account of the telegraphic accommodation afforded to the public by the South-Eastern Railway Company, as well as by the Electric Telegraph Company. From this it appeared that the former, on 290 miles of railway, had 76 telegraph offices open to the public, or one office to every 3½ miles of line; with 128 instruments and voltaic batteries as the source of power, containing 4008 pairs of plates. The wires, or telegraph conductors, of the Electric Telegraph Company extend over 5500 miles, on which are 237 offices, or one office to every 23½ miles; of which offices 16 are always open day and night, and 47 open on Sundays. One telegraph instrument being placed in the library of the institution, and another behind the lecture table, a despatch was worked from the latter to the former, and delivered in writing to the chairman, the regular staff of clerks being employed.

In Mr. WALKER's third lecture, delivered on Monday, specifically on "Electric Clocks," the elements of the subject were illustrated in the following order:—Pendulum, escapement, clock, electric pendulums, electric clocks, Greenwich electric clock, time-ball, time-signals, distribution of time-signals, transit-signals, comparison of longitudes. Of electric clocks it was shown there are two kinds—those in which the prime mover is an ordinary regulating clock, and those in which the prime mover is an electric clock, and the latter may move itself only, or may move other clocks. These features were pointed out in describing WHEATSTONE's and BAIN's electric clocks, it being noticed that the former was exhibited and described at a meeting of the Royal Society, on the 16th Nov. 1840, and BAIN's patented Jan. 8, 1841, and his pendulum in 1843. These and the other subjects of the lecture were amply illustrated by drawings, models, and the apparatus, and electric clocks, and pendulums themselves. The electro-magnetic clock, constructed by Mr. SHEPHERD for the Royal Observatory, was represented by a large working model, and described in

its five-fold operations, in which it keeps itself going, distributes time to other clocks, liberates the Greenwich time-ball (the mechanism and process by which this is effected being exhibited in the model), liberates the Strand time-ball, and sends hourly time-signals to London and other stations. This was exemplified by a clock on the table before the audience, the motion of which was actually maintained by the Greenwich clock, a telegraph wire from the London station of the Electric Telegraph Company being led from Finsbury-pavement over the lamp-posts in Finsbury-circus into the premises and theatre of the London Institution. The electric circuit in this case being 12 miles in length, consisting one-half of wire, and the other of the earth itself, the conducting power of which, for electricity, as operating in telegraphic communication, Mr. WALKER had fully explained in his first lecture.

NEW MOTIVE POWER.

A company, just established in New York, have issued a prospectus of a new power, and claim for it the most extraordinary and marvellous qualities. It is called Salomon's carbonic acid gas engine; and the projectors represent their belief, that it is destined soon to surpass the highest anticipated performances of Ericsson's calorific-engine, as much as Capt. Ericsson believes his power capable of eclipsing all previous efforts. The projectors call it the "crowning work of motive-power," which is about to consummate and characterise the meridian glory of the 19th century. Carbonic acid gas is generated in any desired quantities, by the action of diluted sulphuric acid upon chalk. At the ordinary temperature and pressure, carbonic acid attains the gaseous state; but when subjected to the pressure of 36 atmospheres, or 540 lbs. to the square inch, at a temperature of 40° Fahrenheit, it has a pressure of 1080 lbs. to the square inch. Its expansibility by heat, therefore, will create a motive-power of unlimited capacity. Mr. H. W. Adams, a practical chemist, made such experiments in 1850, with this gas, in its generation, its reduction to a liquid by a pressure, and also to a solid, that he feels justified in reporting on the value of the invention, and in testifying to its immense power as a mechanical agent.

The practical operation of the new engine is as follows:—"The gas is generated, in the first instance, as before mentioned, and is forced from the generator, under a pressure of 540 lbs. to the square inch, into a reservoir of small copper tubes, all united so as to form but one conduction main for the liquid, and so bent that a considerable length of this tubing is placed in an air-tight box, whose temperature is kept at 32° by an exhaust pump, worked by the engine. Upon entering this copper tubing from the generator, the gas is reduced to a liquid, and the condenser is thus charged. The pressure upon this copper tubing is now 540 lbs. to the square inch. A force pump, worked also by the engine, is connected to one end of the copper tube, and at every stroke forces a given amount of carbonic acid gas into a gas holder, or substitute for a steam-boiler, whose temperature is kept at 45°. When the liquid enters this reservoir, it is at once expanded into gas, and exerts a pressure of 1080 lbs. to the square inch. Under this pressure, a valve opens its communication with the piston, which is worked by the gas; then an escape valve opens in communication with the other end of the copper tubing, or condenser, while, at the same moment, the first-named egress valve closes, and another opens at the other end of the piston. The result is, that the piston is forced back into the cylinder under a pressure of 1080 lbs. to the square inch, while the gas at the other end of the piston is forced out into the copper tubing and condensed to a liquid by an instantaneous reduction of temperature to 30°, and under a pressure of 540 lbs. to the square inch. Thus a perpetual circuit of power is kept up."

This new power is said to be comparatively inexpensive; and, among other advantages, that it will not probably cost \$5 to run a vessel from the United States to Europe.

ANOTHER NEW MOTIVE POWER.

[FROM A CORRESPONDENT.]

The American commercial world is just now greatly excited by the invention of Mr. J. E. Serrell, C.E., of New York, which, according to report, is to "eclipse all competitors." Among the many advantages claimed for the Serrell engine are—

1. No furnaces, boilers, air-pumps, condenser, or feed-pumps are used.
2. Explosions are rendered impossible, the amount of heat required not exceeding that of the atmosphere by which it is surrounded.
3. The rapidity with which the machinery can be put in motion, no time being lost in the lighting of fires or creation of a motive power.

Believing that some account of the construction of this novelty will be of interest to your readers, I append some particulars from an American writer:—

"The invention (the credit of which is due to Mr. James E. Serrell, Civil Engineer, of New York) consists in the application of the expulsion and consumption of the air in which we live and breathe, by which means a partial vacuum is produced. The working parts of the engine are similar to those now in use. Exhausting-chambers are arranged which connect with a pipe to both ends of the cylinder or cylinders; these chambers are made with covers, to open the whole size of the top; in these exhausting-chambers is placed a large lamp, with the top of the wick above the upper edge of the bottom part of the exhausting-chamber (the best substance for burning found thus far is alcohol); by lighting the lamp and closing the cover, a vacuum of from 8 to 11 pounds pressure of air on the square inch is produced.

"This principle can be tried by any person curious or sceptical, by taking a basin of water, and floating on the surface of the water a lighted chip of wood, or a few drops of alcohol lit on a small piece of cotton, then take a glass or tumbler, and carefully place it over the burning body, so that the edge of the glass sets fair on the water, in which form it will partially consume the air under it to the extent of about one-half of its former bulk, by which half a vacuum is produced, or about 8 lbs. on the square inch, when used as applied in the Serrell engine. For example, we will take a marine steam-engine, with cylinders 5 feet diameter and 6 ft. stroke, the engine working from 4 to 10 lbs. pressure of steam on the square inch, and a vacuum of 12 lbs. on the square inch, in all 18 lbs. effective pressure on the piston. This cylinder contains equal to 25 circular feet, with 18 lbs. pressure on the square inch to work it. A cylinder of 7 ft. in diameter is equal to 49 circular feet, with an atmospheric pressure of half a vacuum, or 8 lbs. on the square inch, will give a power equal to the steam-engine, by increasing the cylinder 2 feet in diameter, or in this proportion.

"The operation of the Serrell engine is as follows:—When required to be put in motion, the lamp in one of the exhausting-chambers is to be lit, and the cover closed, by the engineer, which will cause the engine to move instantly; four exhausting chambers placed at 90° apart in a circle, the covers of which are opened and closed by the motion of the engine; and as each cover rises successively, a revolving lamp-lighter passes between the cover and the chamber, and lights each lamp in the exhausting chambers. The instant the lamp is lit the cover is closed, which exhausts the air from the cylinder to which it is attached, until it arrives at the top or bottom of the stroke, when an air-valve in the pipe between the cylinders and exhausting chamber is opened, which takes off the pressure from the cover of the exhausting chamber and fills it with fresh air, and supplies the pressure on the piston-rod for the next motion, and a chimney over the exhausting chambers carries off the foul vapours which are forced out of the exhausting chambers by the cool fresh air which comes into them at the bottom through the valve and pipe between them and the cylinders. By the application of a vacuum gauge to one of the exhausting chambers, a vacuum is produced of about 11 lbs. pressure on the square inch, or a column of mercury is held up of 22 in. in height. By carefully computing the amount of alcohol consumed by the small experimental engine, we have come to the conclusion that three hogheads of alcohol will work a marine engine with cylinders 7 ft. diameter and 6 ft. stroke for 24 hours at the usual speed."

THE "JOHN BULL" NEGGET.—During the week, we have visited this monster specimen of gold, which is on view at Messrs. Thomas Ward and Co., Bond-street, Walbrook. The weight of it is 45 lbs. 6 ozs.—being the largest that has hitherto been discovered; its length is about 11½ in., and the mean girth 10 in. There appears scarcely any quartz with it; indeed, it may be said to be almost free from any admixture. At the rate of 44. per ounce, its value would be 2184l. This remarkable curiosity was found by Mr. George Potter and party on the 9th October last, at Bondig Creek, not far from the spot where the Victoria nugget was obtained. It was found about 18 in. below the surface; and, notwithstanding its great richness and bulk, nothing auriferous was found in the sand or the immediate localities. It is the intention of the projectors, previous to valuation, to give the public an opportunity of inspecting it; and certainly no one should omit seeing this natural curiosity, which deserves the name the owners have bestowed upon it of "John Bull."

ATLANTIC AND PACIFIC JUNCTION COMPANY.

[FROM A CORRESPONDENT.]

While the lines of communication between the Atlantic and the Pacific by the several routes—viz., of Tehuantepec, of Nicaragua, and of Panama—have enjoyed the advantage of costly and laborious surveys, conducted by gentlemen of unquestionable ability and extensive attainments, and the impracticability of these lines all but demonstrated by the results, it cannot but be a source of the greatest regret to all who feel an interest in the question, that the only lines which hold out a reasonable hope of yielding a satisfactory solution of the problem should yet be permitted to slumber in comparative oblivion. We cannot, therefore, employ a portion of our space more profitably, perhaps, than by recalling the attention of the public to facts which, although faded from recollection, rest upon evidence too substantial to admit of being questioned.

Of these two lines, that which an inspection of the map might lead us to regard as the most advantageous—viz., that between the site selected by Paterson, more than a century and a half ago, for his colony of New Caledonia, and the Gulf of San Miguel—has been of late brought so prominently into notice by the persevering energy of Dr. Cullen, aided by the hasty observation of a flying survey, that we may well be excused from adding more to the mass of information already accumulated respecting it than to observe that, however great the advantages it offers of a rapid transit from one ocean to the other, it labours under the serious defect of having its entrance into the Pacific too deeply embayed within the depth of Panama to be at all seasons, and under all circumstances, a desirable point of departure for vessels bound to the western shores of South America, or to the countries beyond the Pacific. So little are we acquainted with the true position of places situated in the Bay of Panama, that, as has been already shown by Dr. Cullen at page 139 of the second edition of his *Dories*, there is a difference of no less than 13° 30' in the longitude of Punta Garachine, in the Admiralty charts 10 and 11, "West Indies"—a variation which will occasion a difference of about 18 English miles in calculating the bearing and distance between this, the most southerly point at the entrance of the gulf, and Punta Mala, the south-west point of the Bay of Panama, giving in one case a distance of 136·3 English miles in a direction south-west 6° west 10' 11" west between these two points, or, in the other, a distance of 117·6 such miles, in a direction south-west 6° west 7' 11" west, or 4° more southerly. Now, according to Dr. Halley, the direction of the wind along the west coast of South America is, for nine months of the year, from south and south-west; so that a vessel taking her departure from this point would, during three-fourths of the year, have to contend with head winds for a distance of above 100 miles to clear the bay, while a vessel bound from Cupica more than clears the bay, with a course only 11° 11' west of a west-north-west course.

Leaving, however, this part of the question as, perhaps, too speculative in the present imperfect state of our knowledge, let us come to facts respecting Cupica and its neighbourhood—facts which, having happened more than a quarter of a century ago, were afterwards recorded without partisanship, and were published in the midst of witnesses, who could have contradicted the statement if false or exaggerated.

Senor Cardenas, one of the unhappy victims of the *Amazon*, on the 4th of January, 1852, published the following statement in the *Reverberacion Mercantil del Atrato*—a paper established at Quibdo, the capital of Choco, on the 20th of May, 1834—"In the month of January, 1820, when, by a general combination, the Spaniards moved their forces towards the interior of New Granada, and invaded this province (the Choco) by water, with troops they had in Carthagena, the Governor (Colonel Cancino) was at the port of Buenaventura when the information of the Spanish movements reached him. The captain of the frigate *Rosa de los Andes* (John Illingsworth), which was lying there, offered his services for the conveyance of Colonel Cancino (who had decided on attacking the enemy on his flanks) in his frigate to the Bay of Cupica. Here it was observed, that after crossing the forests which interposed between the Pacific and the western tributaries of the Atrato, they would be unable to continue their progress, unless furnished with canoes. To meet this unforeseen difficulty, Col. Cancino had a six-oared launch, belonging to the *Rosa*, dragged across the isthmus, an operation which occupied 10 hours, part of which was consumed in cutting down the bushes which obstructed the path, when the boat was re-launched on the Napipi, at a place called the Chequeria, separated by a nearly level tract of 1500 yards from the *Quebrada del mar* (ravine of the sea), a stream which falls into the Bay of Cupica, and conveyed the colonel and his suite without difficulty to this city (Quibdo), where the boat was seen by the whole population, and where it has been suffered to fall in pieces and rot."

"If this fact (continues Senor Cardenas) can be considered of any consequence, it is certain that we relate it with entire confidence on the spot, and in the presence of above 8000 contemporary witnesses. Colonel Cancino, Captain Joaquin Andrado, the doctor of the frigate, and a person named Descrein, were the individuals composing the party which descended the river to the village of Muri, where the enemy was supposed to be encamped. Of this number we know that Col. Cancino, who descended the river, and Capt. Illingsworth, who superintended the operation of carrying the boat across the isthmus, are yet (14 years after) alive." Here we have the facts established, upon the most unequivocal evidence, of a frigate's six-oared launch, capable of carrying 15 armed men, dragged, in the short space of 10 hours, by the efforts of her own crew, across the ridge which separates the waters of the Pacific from those of Napipi, by a track which they had to form as they advanced, and which must have occupied at least one-third of the time, leaving scarcely seven hours for the time consumed in the transit, and demonstrating in the most practical manner the smallness of the elevation to be surmounted, and the perfect ease with which it may be accomplished. Indeed, we have a letter at this moment before us, written from Paris, in December last, which almost demonstrates the fact of this Loma del Mar, or maritime prolongation of the Andes, being intersected by transverse valleys, not much above the level of the Pacific, and inviting, as it were, the formation of a canal thence to the Atrato.

The letter in question says—"L'on ma soumis confidentiellement la carte et le travail faits sur les lieux memes qu'a habité son Auteur. Il raconte que dans le parcours de la baie de Cupica à l'habitation appelée Napipi, qu'il se trouve à l'extrémité de la vallée sur une petite hauteur; il y a une longueur de six lieues, sur une mille de largeur; et d'une elevation de douze metres au dessus du niveau de la mer: cette vallée tres fertile est souvent inondée. Il la considère comme une rupture de chaîne des Andes."

Here, if the writer be not deceived, we have a subsidence of the littoral chain to within only 36 ft. of the level of the Pacific, extending for a length of 18 miles, with a mile in breadth frequently flooded, and almost forming a ready-made canal for a large portion of the distance to be traversed. The Bay of Cupica runs nine miles inland by six miles in breadth, and capable of receiving the largest fleets, free from rocks or shoals, with ample depth of water, and good holding ground. The Atrato has a mean depth of about 10 fms., with a moderate current; while the bars at its several mouths, which have heretofore caused a bad reputation to be given to this magnificent river, and "throws it out of court," are easily avoided, simply by cutting a three-mile passage from the pocket or "cod" of the Gulf [Sp. Culata del Golfo] into the broad neck of the river, where there are 90 ft. of soundings. The Bay of Candelaria, and the anchorage under Punta Arenas, affords ample shelter and great holding ground for vessels of the largest size; and the valuable timber which would have to be cut down in the progress of the work would go a considerable way in meeting the cost—in a word, the Cupica line only wants the advantage of a scientific survey to carry off the palm of competition.

The French survey of the Cupica, Napipi, and Atrato route was made by a medical officer, Mons. J. P. Landreau, M.D. of Paris, in the year 1848; and his report to Mons. Lamartine, then Minister for Foreign Affairs, is dated 16th June, 1848. An *ex officio* copy may be examined in the Chamber of Commerce, in Paris. This gentleman's address is at the French Consulate, Guayaquil.

THE EUREKA DIAMOND—WONDERFUL IF TRUE.—We have received a communication descriptive of this remarkable stone, which was found within two miles of Columbia, in Tuolumne county. It is to be exhibited in Stockton and this city for a short time, prior to the departure of the owner for New York. Our correspondent informs us that it has been carefully and scientifically tested by Dr. F. Banks, a graduate of the Medical University of Louisiana, who pronounces it beyond all doubt, to be a diamond of very rare purity. It is said to be larger than the crown diamond of England, which is valued at ten millions of dollars. We are informed, by a gentleman who has seen it, that it is about the size of a pigeon's egg, but is of course still in the rough. Should this turn out to be true, its value will be enormous, as a new source of boundless wealth open to our miners; for this of course cannot be the only stone of this kind in the country. Diamond mines are just as well defined as gold mines.—*San Francisco Herald*, Feb. 15.

A few days since, a workman employed in one of the mines of Rive-de-Gier (Loire), in order to be revenged on a comrade, set fire to a shed in the pit in which he was at work, and by which the man, with five other of his companions, were suffocated. The incendiary, who is only 18 years of age, confessed his crime, and was sent to prison.

PROGRESS OF JOINT-STOCK COMPANIES.

COMPANIES PROVISIONALLY REGISTERED DURING THE YEAR 1852.

Jan.	7—United Kingdom Submarine Telegraph Company.
	15—Tamar Manufacturing Manure and General Trading Company.
	16—Central Australian Gold Mining Company.
	20—Gold Importation, Reducing, and Refining Company.
	20—Australian Mutual Gold Mining Association.
	22—Sierra Nevada Gold Mining and Crushing Company. (Name afterwards changed to Sierra Nevada Gold Mines and Crushing Company.)
	22—Jamaica Copper Mining Company.
	22—Australian Gold Diggings Company.
	22—Mint and Bullion Company of Australasia.
	22—Royal British Australian Mint Association.
	23—Colonial Gold Company.
	24—Port Phillip and Colonial Gold Mining Company.
	27—West India Mining Company. (Name afterwards changed to Royal West India Mining Company.)
	27—Quartz Rock Mariposa Gold Mining Company.
Feb.	16—Sacramento Gold and Quicksilver Mining, Crushing, Gold Dredging, Smelting, and Refining Company.
	18—Gold Purchase and Exchange Company for California and Australia.
	20—Oldham Coal Company.
	20—Alliance Californian Gold Mining Company.
	23—New Granada Company.
March	6—Cumberland Australian Gold Mining Company. (Name afterwards changed to Anglo-Australian Gold Mining Company.)
	9—"Le Mineur" Franco-Anglo Californian Gold Mining Company.
	10—Screw Steam Collier Company.
	13—Tan-y-Rhiw Slate and Slab Company. (Name afterwards changed to Machno Slate and Slab Company.)
	16—Gold Importation Company.
	19—General Iron Screw Collier Company.
April	2—Costa Rica Company.
	2—New South Wales Gold, Silver, and Copper Mining Association.
	5—Crystal Palace Preservation Company.
	7—Bituminous Manure Company.
	13—Mariquita and New Granada Mining Company.
	14—Provincial and Continental Gas Company.
	15—Tabatinga Del Rey Gold Mining Company of Brazil.
	15—Yorkshire Mining Company.
	23—Glennauin and Curvillien Mining Company of Ireland.
	27—Continental Timber Preserving Company (Banner's Patent).
	29—Callington Gas and Coke Company.
	29—Surrey Collieries Company.
	30—Patent Weighing Crane and Weighing Machine Company.
	30—Improved Wheel Manufacturing Company.
May	1—West Granada, or Veraguas, Gold and Silver Mining Company.
	1—Australian Burrish Burrish Gold Mining Company.
	11—National Patent Steam Fuel Company.
	17—Crystal Palace Company.
	26—Australian Emigration Company. (Name afterwards changed to Australian and General Emigration Company.)
June	2—Shale, Manure, and Naphtha Company.
	3—Cardiganshire Mining Association.
	11—West India, Pacific, and Australian Steam Navigation Company, <i>via</i> the Isthmus of Panama.
	12—Port Phillip Emigration, Colonization, and Investment Company. (Name afterwards changed to Port Phillip and General Emigration, Colonization, and Investment Company.)
	13—Australasian Emigrants' Monetary Aid Company.
	13—Fair Head Harbour Company.
	19—Connemara Mining Company of Ireland.
	24—Steam and Atmospheric Patent Propulsion Company.
	25—Llantysilio Slate Company.
	28—Patent Siliceous Stone Company.
July	29—British and Australian Clipper Steam Packet Company.
	3—Gold Trading Company (Australia).
	5—Liverpool and Manchester Australian Gold Company.
	13—Chiriqui Road Company.
	24—Victoria Coal Company.
	28—Garnett and Moseley Gold Mining Company of America.
	29—Wright's Australian Emigration Company.
Aug.	7—Loan and Trust Company of New Zealand. (Name afterwards changed to Trust and Loan Company of New Zealand.)
	10—New Zealand Local Steam Navigation Company.
	16—Australian Employers and Emigrants' Registration and Investment Comp.
	16—Victoria Mining Company.
	18—Patent Paddle-Wheel Company.
	19—Hartopp and West Kerry Copper Mining Company.
	23—Port Tennant Steam Fuel Company.
	23—Cambrian Glass Company.
	24—Anglo-Iberian General Mining Company.
	30—Australian Water-Works Company.
Sept.	3—Llynvi Vale Iron Company.
	18—Patent Hollow-Ware Company.
	21—West End of London and Crystal Palace Railway Company.
	28—Brazilian Diamond and Gold Company.
	30—Australian Inland Carrying and Conveyance Company.
Oct.	1—Welsh Pottery, Silver, Lead, and Copper Mining Company.
	13—Australasian Brewery Company.
	16—City of London Sewage Manure Company.
	16—Brighton Australian Gold Mining Company.
	23—Consumers' Hydro-carbon Gas Company.
	27—Magdalen Steam Navigation Company.
	30—Metalliferous General Mining Company of Jamaica.
Nov.	4—London and Australia Direct Steam Packet Company. (Name afterwards changed to Australian Direct Steam Packet Company, <i>via</i> Panama; and afterwards to the Australian Direct Steam Navigation Company, <i>via</i> Panama.)
	6—North of Ireland Mining and Pier or Harbour Company.
	6—Anglo-Australian and Gold Diggers' Mutual Life Assurance, Annuity, and Guarantee Company.
	17—West of England and Dean Forest Coal Company.
	20—London and Penzance Serpentine Company.
Dec.	4—Crystal Way Company.
	13—Rhio Bach Slate Quarries Company.
	13—Chemical Manure Company. (Australia.)
	18—Port Lincoln Agricultural Gold and General Mining Company of South Australia.
	20—Peel River Gold Mining Company of Australia.
	23—Imperial Australian Trading, Colonizing, and Mining Company.
	23—Port Royal and St. Andrew's Copper Mining Company of Jamaica.
	24—Great North of England Iron Company.
	29—Australian Coal and Inter-Colonial Steam Navigation Company.

COMPANIES COMPLETELY REGISTERED DURING THE YEAR 1852.

Jan.	13—Golden Mountain of Mariposa Mining Company of California.
	27—London and Californian Gold Quartz Crushing Company.
Feb.	10—Steam Gondola Company.
	12—Australasian Gold Mining Company.
	20—Port Phillip and Colonial Gold Mining Company.
March	2—Lee Moor Porcelain Clay Company.
April	23—New Granada Company.
May	21—Central Australian Gold Mining Company.
June	11—Linares Lead Mining Company.
	14—Crystal Palace Company.
	21—Mariquita and New Granada Mining Company.
July	2—Alliance Californian Gold Mining Company.
	30—Machno Slate and Slab Company.
Aug.	2—Shale Manure and Naphtha Company.
	19—Jamaica Copper Mining Company.
	31—Anglo-Australian Gold Mining Company.
Sept.	14—General Iron Screw Collier Company.
	21—National Patent Steam Fuel Company.
Oct.	13—Llantysilio Slate Company.
	25—Yorkshire Mining Company.
Nov.	2—Callington Gas and Coke Company.
	4—Electric Telegraph Company of Ireland.
	6—Metalliferous General Mining Company of Jamaica.

COMPANIES PROVISIONALLY REGISTERED, BUT WHICH HAVE NOT OBTAINED COMPLETE REGISTRATION DURING THE YEAR 1852.

Jan.	7—United Kingdom Submarine Telegraph Company.
	15—Tamar Manufacturing Manure and General Trading Company.
	20—Gold Importation, Reducing, and Refining Company.
	20—Australian Mutual Gold Mining Association.
	21—Inventors' Aid Association.
	22—Sierra Nevada Gold Mining and Crushing Company.
	22—Hobbs Patent American Lock Company.
	22—Australian Gold Diggings Company.
	22—Mint and Bullion Company of Australasia.
	22—Royal British Australian Mint Association.
	23—Colonial Gold Company.
	27—Quartz Rock Mariposa Gold Mining Company.
Feb.	12—Irish Submarine Telegraph Company.
	12—Water-works Company for Madrid.
	16—Sacramento Gold and Quicksilver Mining, Crushing, Gold Dredging, Smelting, and Refining Company.
	18—Gold Purchase and Exchange Company for California and Australia.
March	9—"Le Mineur" Franco-Anglo Californian Gold Mining Company.
	10—Screw Steam Collier Company.
	16—Gold Importation Company.
	16—British Agricultural Manure Company.
	16—New Gas Light Company.
April	2—Costa Rica Company.
	2—New South Wales Gold, Silver, and Copper Mining Association.
	5—Crystal Palace Preservation Company.
	7—Bituminous Manure Company.
	14—Provincial and Continental Gas Company.
	15—Tabatinga Del Rey Gold Mining Company of Brazil.
	23—Glennauin and Curvillien Mining Company of Ireland.
	27—Continental Timber Preserving Company (Banner's Patent).
	29—Surrey Collieries Company.
	30—Patent Weighing Crane and Weighing Machine Company.
May	1—West Granada, or Veraguas, Gold and Silver Mining Company.
	1—British Beet Sugar Company.
	3—Australian Burrish Burrish Gold Mining Company.
	6—Australasian Pacific Mail Steam-Packet Company.

15—Australian Mutual Emigration and Colonisation Association.
20—Australian Emigration Company.
June 1—International Telegraph Company.
3—Cardiganshire Mining Association.
11—West India, Pacific, and Australian Steam Navigation Company, <i>via</i> the Isthmus of Panama.
12—Port Phillip Emigration, Colonization, and Investment Company.
18—Australasian Emigrants' Monetary Aid Company.
18—Fairhead Harbour Company.
19—Connemara Mining Company of Ireland.
24—Steam and Atmospheric Patent Propulsion Company.
28—Patent Siliceous Stone Company.
29—British and Australian Clipper Steam-packet Company.
July 3—Gold Trading Company (Australia).
5—British Universal Emigration Company.
5—Liverpool and Manchester Australian Gold Company.
13—Chiriqui Road Company.
27—Emigrants' Own Shipping and Emigration Company.
28—Victoria Coal Company.
28—Garnett and Moseley Gold Mining Company of America.
29—Wright's Australian Emigration Company.
29—Australian Hotel Company.
Aug. 5—Ocean Telegraph Company.
7—Loan and Trust Company of New Zealand.
10—New Zealand Local Steam Navigation Company.
16—Australian Employers' Emigrants' Registration and Investment Company.
16—Victoria Mining Company.
18—Patent Paddle Wheel Company.
19—Hartopp and West Kerry Copper Mining Company.
23—Port Tennant Steam Fuel Company.
23—Cambrian Glass Company.
24—Anglo-Iberian General Mining Company.
30—Australian Water-Works Company.
Sept. 3—Llynvi Vale Iron Company.
18—Patent Hollow Ware Company.
21—West End of London and Crystal Palace Railway Company.
28—Brazilian Diamond and Gold Company.
30—Australian Inland Carrying and Conveyance Company.
Oct. 1—Welsh Pottery, Silver-lead and Copper Mining Company.
13—Australasian Brewery Company.
16—Brighton Australian Gold Mining Company.
23—Consumers' Hydro-carbon Gas Company.
27—Magdalen Steam Navigation Company.
28—Colonial Fibre Company.
28—Castlemain Estuary Reclamation and Maine and Laune Navigation Co.
Nov. 4—London and Australia Direct Steam Packet Company.
4—London and Westminster Thames Viaduct Railway Company.
6—North of Ireland Mining and Pier or Harbour Company.
6—Anglo-Australian and Gold Diggers' Mutual Life Assurance Annuity and Guarantee Company.
17—West of England and Dean Forest Coal Company.
20—London and Penzance Serpentine Company.
Dec. 4—Crystal Way Company.
7—Linares, Seville, and Malaga Transit Company.
13—Rhio Bach Slate Quarries Company.
13—Chemical Manure Company.
18—Port Lincoln Agricultural, Gold and General Mining Company of South Australia.
20—Peel River Gold Mining Company of Australia.
22—Port of Southampton Emigration Company.
23—Imperial Australian Trading, Colonizing, and Mining Company.
23—Port Royal and St. Andrew's Copper Mining Company of Jamaica.
23—British Sugar Refining Company.
24—Great North of England Iron Company.
29—Australian Coal and Inter-Colonial Steam Navigation Company.

COMPANIES WHICH HAVE FAILED TO REPORT THE APPOINTMENT OF AUDITORS.

Barossa Range Mining Company.
Royal Irish Railroad Carriage Company.
Wylam's Steam Fuel Company.
People's Colliery Company.
Craig Dhu Slate Company.
Ince Hall Coal and Cannel Company.
Imperial City of Rome and Italian Gas Light and Coke Company.
Combined Vapour Engine Company.
Cardiff Steam Navigation Company.
Universal Emigration and Colonization Company.
Marmato Mining Company.
Santa Ana Mining Company.
Llangollen Flagstone Company.
Great Seat Working Company of Ireland.
British Seat Charcoal and Manure Company.
Times Fire and Property Assurance Company.
Ecton Mountain Mining Company.

LIST OF PATENTS COMPLETED UNDER THE NEW LAW

The Hon. W. E. Cochrane, Albany-street.—Unloading coals from ships or vessels.
J. A. Coffey, Providence-row, Finsbury.—Apparatus for performing various chemical and pharmaceutical operations, hereby denominated, "Coffey's Improved Patent E-sclupian Apparatus," parts whereof are applicable to steam boilers, steam and liquid gauges, stills, and syphons.
W. Simpson and J. S. Lane, Maidstone.—Improved composition to be used principally as a substitute for wood and other materials, where strength and lightness are required in the manufacture of various articles.
M. A. Garvey, Jeffreys-terrace Kentish-town.—Invention for more effectually dissipating the shock of collision in railway trains, reducing the surface exposed to atmospheric resistance, and diminishing oscillation by making portions of the whole of each carriage elastic in every direction, and increasing the power of the carriage to resist excessive pressures by means of metallic tubes in its longitudinal angles.
J. M. Dowell, Walkinshaw Foundry, Johnstone, N.B.—Cutting or reducing wood and other substances.
J. Wilkinson, jun., West Bromwich.—Machinery for cutting or shearing iron and T. Lightfoot, Accrington.—Glazes for pottery and other similar materials.
O. D. Hedley, Newcastle-upon-Tyne.—Getting coal and other minerals.
J. Hodgson, Liverpool.—Machinery for draining land.
W. McLeish, Glasgow.—Manufacture of rivets, and in working in metal.
J. F. Stamford, Dover.—Machinery or apparatus for manufacturing bricks, tiles, and similar building materials, which is hereby denominated "the complete brickmaker."
C. W. and J. J. Harrison, Richmond.—Protecting insulated telegraphic wires.
J. Rice, Aldersgate-street.—Locks.
S. Hogg, Nassau-street.—Separating gold from the ore. (Ingots or pedestals.)
J. Hick, Bolton-le-Moors.—Method of lubricating revolving shafts and their bearings.
G. Thornton, Yorkshire.—Propelling vessels.
J. Carter, Oldham.—An improved rotary engine.

DESIGNS FOR ARTICLES OF UTILITY REGISTERED.

J. J. Catterton, Islington, compound carriage-step.—De J. L. Benoit Vandenberg, Montague-aux-Herbes Potagères a Bruxelles, extending table.—W. Duck and W. Wilson, Southwark, Duck and Wilson's improved high-pressure coaks.

IMPROVED PROPELLER FOR STEAM-VESSELS.—Mr. Joseph Cowan has arranged a direct-action propeller for steam-vessels, working without cranks, the direct action of a revolving cylinder being sufficient. The principle is something on that of a duck's foot. There are two shafts—an upper and a lower; the propeller is hinged to the upper, and plays against a stop attached to the lower one; it thus stands in a vertical position going out, and returns horizontally. To back the vessel without stopping the engine, the bottom shaft is turned by a lever, which shifts the stop from its place, the propeller passes with the outstroke, rights the stop, the blade works the reverse way, and turns the ship quite round, with her head in a contrary direction.

TUBULAR BRIDGE ACROSS THE NILE.—There is an iron tubular bridge now being prepared at the manufactory of Messrs. R. Stephenson and Co., for erection across the Nile at Bentra. Differing from the Britannia Bridge, across the Menai Straits, the trains pass along the top of the tube instead of through the centre, and room for the passage of only one line of carriages at a time being afforded. A foot-path will be made on each side of the rails, and no doubt this convenience will be appreciated by the dwellers on the banks of the Nile. The bridge is 39 ft. above the ordinary level of the water, and the centre portion of it is ingeniously contrived to swing on a pivot, so that the boat traffic may be secured during the rising of the Nile. When it is known that a part of the structure will be cast in London, and that the different pieces of the bridge will only meet at the point of their destination, we can appreciate the mathematical correctness with which the edifice must be finished.

GAS FROM WOOD.—A dentist in Washington (U.S.) has taken out a patent for generating gas from simple wood. A correspondent says:—"This is no idle fiction; we examined the works, and saw the light burning in juxtaposition with that created from the Scotch coal, and it was equal to it both in purity and brilliancy. The inventor has entered into a contract with a company in Wilmington, North Carolina, to light up that town with this material. Pine wood, with which that country abounds, is preferred to any other, and the gas generated from it costs comparatively nothing. It is estimated that every house in Norfolk, and all the public lamps can be lighted for a sum not exceeding 1¢ per night. This is almost as cheap as nonchance. The apparatus for generating this gas is extremely cheap and simple, and we expect in a few years to find it in universal use—accessible alike to the poor as well as rich."

THE LONGEST STRAIGHT LINE IN THE WORLD.—The Illinois Central railroad is 700 miles in length, and has 620 miles in a straight line, which prepares the road for a speed which no other road in the United States is capable of.

IRON AND GLASS ROOFS.—The span of the new iron and glass roof of the Stour Valley station of the London and North-Western Railway in New-street, Birmingham, will be the largest in the kingdom.

THE ALSTON MOOR MINING COMPANY.

Conducted on the "COST-BOOK PRINCIPLE."
Divided into 4000 shares of £1 each.
The deposit to be paid at the time the shares are taken up.
MANAGING AGENT—Mr. William Liddle, Haying.
SECRETARY AND PURSER—Mr. James Westmorland, Alston.
OFFICES (per tem.)—HUNDY HALL, ALSTON.
The Directors are composed of gentlemen selected from the company who are thoroughly conversant with mining matters.

This company has been originated by a number of experienced mining proprietors and agents, whose time has been devoted to the development of the immense mineral resources in that part of Cumberland known as Alston Moor.
The principal consideration which induces the originators of this company to bring their views before the mining public generally was, that a large portion of mining ground being occupied by small companies, whose means are inadequate to make the necessary trials for the proper development of the mineral resources of the district, and that from the principle of combination an opportunity will be afforded to those who have speculated unsuccessfully, as well as others, of securing a certain return by a small outlay.

The first mine which the company have embarked in is the well known Calvert Lead Mine, purchased by the present company of the late lessees, and is held under grant, or take-note, for the term of 21 years from September, 1851, and is renewable at its expiration.
In order to bring impartially before the mining community the valuable properties of this mine, the company have invited Adam Murray, Esq., F.G.S., London, to make a report; and the following is the report of that gentleman:—

THE CALVERT LEAD MINES.

This property is situated in the celebrated lead district about Alston Moor, about eight or nine miles along the line of the high-road southward from Alston towards Barnard Castle, in the elevated Moorlands rising to Cross Fell on the sources of the rivers Tyne and Tees; bordering Cumberland, Westmorland, and Durham.
It is surrounded by mines that have been of a very productive character.
Below it to the south eastward are the Tees Side Mines, where the experiment of proving the mineral-bearing properties of the lower strata is fraught with great advantage to this property. To the west across the Tees are the Swarthbeck Mines, which were valuable workings in the great lime-time, on one of the lodes.

To the north it is surrounded by the high grounds of the property of the Greenwich Hospital, from whence several intersecting lodes pass into it, and to the eastward it receives a large and valuable lode from the Dozeys Mine.

In the Alston district the strata have a horizontal bearing dipping slightly eastward, and may be divided into the productive and unproductive strata.
The great limestone, of a fatid character, has been the great lead-bearing bed in hills, forming the summits of some of them; between this and the lower productive rocks a series of argillaceous, siliceous, and calcareous rocks occur, of very slight lead-bearing qualities as yet proved.

The succeeding productive rocks, which the Calvert and neighbouring mines are situated, constitute about 50 fms. of calcareous, siliceous, and argillaceous rocks based on the great basaltic rocks; below that layer there are a succession of rocks of the same order, which the Smithgill to the west, and the Tees Side to the east, are in process of proving. The Calvert Mine is an extensive set in this series; its greatest length is about 2 miles in an east and west direction, and its average breadth is about three-quarters of a mile.

Its prominent feature is the large lode called the Calvert lode, which takes a direction, continuing in the greatest length, and passing through the highest ground in the set, being about 15° north of east and south of west.

There are several other lodes in the set, of which the Cross Fell vein, or which is probably the Dozeys vein, is the principal; this lode passes acutely across the Calvert vein, forming a junction with it, and then continues its course through the central part of the property, where it receives the junctions of several veins; this part of the set has not been proved to any further extent, the whole attention of the old miners being devoted to the Calvert lode, which they worked very extensively, for more than a mile of the eastern portion of it, confining their operations to the upper portion of the strata, which the rich mines of Swarthbeck, Dug Fell, and Cross Fell.

The old workings are distinguished by a shallow adit cross-cut driven in the side of the mountain, at a considerable height above the rivulet called Tynehead; at this level the old working proceeded a considerable distance westward.

The present company have brought in another cross-cut adit, 13 fms. below the old level, and have made a very fair discovery in driving on the course of the same lode, showing that the properties of the lode are still capable of bearing ore below the old workings.

However, the important point to be carried out, and bearing a considerable degree of certainty of success, is to open at a deep level the remainder of this valuable lode, which is untouched westward, and to carry on this main level to the junction of the Dozeys, and thence following that vein to its intersection with the others named.

To accomplish this, and to erect the necessary machinery, buildings, &c., for returning the lead produce, would require a capital of about £3000. And the following would require to be done:—

A deep adit level to be driven from the Tees, at the southern extremity of the property northward about 30 or 100 fms., which would be about the distance to intersect the Calvert lode, and then drive eastward particularly, (also westward) on the course of that lode, into the unexplored space, which is about 500 to 600 fms., and when the Dozeys vein was intersected to drive westward on its course, about 250 fms., to its junction with the Broadmeads and Crossgill Head veins.

This level would be carried out with a probable certainty of small expenditure and successful issue, as one of the series of the very productive hills, called the Sear limestone, crops out at the side of the Tees, below which it would begin.

The roads and facilities of sending ore to market, per the railroad for Alston, and the highly productive nature of the various mines, are too well known to comment on here.

ADAM MURRAY.

76, Cornhill, London, Feb. 5, 1853.

This plot of ground has also been reported upon by Mr. JOHN WALTON, of Nenthall, as follows:—

REPORT OF CALVERT'S FOLD LEAD MINES.

Calvert's Fold Lead Mine is situated in the manor of Tynehead, in the parish of Alston, in the county of Cumberland, in a triangular plot of ground at the source of the Tyne and Tees rivers.

On the north it is bounded by the valuable and extensive mining manor belonging to the Commissioners of Greenwich Hospital, on the east by the Clargill Head Lead and Silver Mines, on the south by the Dozeys, Tyne Greens, and Tees Side Mines; and on the west by the rich mines of Swarthbeck, Dug Fell, and Cross Fell.

The principal vein in the grant is the Calvert north vein, extending from the River Tyne on the east to the River Tees on the west—and is in extent about 2 miles. To the south of this there is also a promising vein called Calvert south vein, which is very little explored. The mountains which these veins traverse is composed of a section of strata extending from a basaltic rock, called the Whin, upwards to the Quarry Hazle, being in height about 90 fathoms.

Its base on the east is formed by the River Tyne, the bed of which is the Whin; and on the west by the River Tees, which flows on the alternating strata below the Sear limestone. The Calvert north vein, which is proved to be one of the most valuable opened in the manor of Tynehead, has been wrought very extensively on the eastern side of the mountain, by a level driven in the argillaceous rock immediately above the Sear limestone. This level is driven in the vein about 800 fms., the whole of which has proved (up to the surface) very productive; having yielded several thousands of bins of ore.

Lower down the side of the mountain there is also another level driven underneath the Sear limestone. This level is only continued in the vein a short distance, and is 13 fms. lower than the one described; thus draining the whole of that valuable section of strata, including the Sear limestone, which could not be worked by the old miners, in consequence of the large quantity of water it contained.

At a short distance from the forehead of this level, the present company have made an air communication, by a rise to the high level which will enable them to drive the level westward in the vein at a much less cost than it has hitherto required. And as the present indications, both in the forehead and rise, are of a most favourable description, there is every prospect of this proving to the company a most valuable opening.

On the western side of the mountain the vein is almost entirely unexplored from the forehead of the high level down to the Tees, a distance of about 600 fms.; and from the forehead of low level about 1400 fathoms.

The Calvert north vein, in this extensive portion of the grant, is intersected by the Dozeys vein from the south-east, by the Cross Fell Old Vein from the north-west, and several veins of smaller magnitude from the same direction; which, according to their ascertained bearings, must pass through this ground.

In order to explore this valuable part of the lease to the west, a level from the vale of the Tees may, at a moderate cost, be driven under the Sear limestone, which at the distance of 100 fms. will cut the vein. From this flank level the vein may be opened to the east and west, to prove the effect of the different intersections described. And as the low level on the eastern side of the mountain, driven in the north vein, presents very flattering prospects, the continuation of that on the western side, in the same vein, will effectually prove this large plot of ground; which, according to all the precedents of the district, every practical miner would pronounce to be of the most valuable character.

JOHN WALTON.

Nenthall, Alston, Cumberland, Jan. 28, 1853.

The Calvert veins, as shown in the above reports, are most favourably situated, the western portion passing through comparatively unexplored ground, where they will be intersected by the Dozeys vein, one of the most productive on the south-east side of the River Tyne, by Cross Fell old vein, which has raised to the north-west many thousands of bins of ore; and others which are also known to be lead-bearing veins, and as the stratum under which the Calvert levels are at present being driven is the same as that in which the celebrated Rodderup Fell Mine (situated at a short distance) is at present producing such large quantities of ore, and the mineral character of the veins being almost precisely the same, there is little doubt that the trials suggested be vigorously prosecuted, the mine will make a profitable return to the company.
From the disinterested view in which the Greenwich Hospital disposes of their mining ground in takes, grants, and leases, as well as such portions as may be given up or forfeited by companies whose means may be exhausted, this company have an equal privilege with any other applicants, of possessing themselves of any veins or plots of ground which they may consider worthy of trial.

In conclusion, it may fairly be stated that no district in the world has been more productive in the article of lead and silver ore, than the one in which the mines of this company are located; and as lead is now in such great demand, and every facility afforded for its conveyance to market, by the opening of a branch railway to Alston—it may appear highly important to all enterprising capitalists to embark in a speculation of this kind.

1848; and his report to Mons. Lamartine, their *Recherches* on the subject of the French Consulate, Guayaquil.

THE EUREKA DIAMOND—WONDERFUL IF TRUE.—We have received a communication descriptive of this remarkable stone, which was found within two miles of Columbia, in Tuolumne county. It is to be exhibited in Stockton and San Francisco, prior to the departure of the owner for New York. Our correspondents will be glad to hear of the result.

ASSAYING—CITY SCHOOL OF CHEMISTRY AND ASSAY OFFICE, DUNNING'S ALLEY, BISHOPSGATE STREET WITHOUT. Conducted by JOHN MITCHELL, F.C.S., Author of Manual of Practical Assaying, Manual of Agricultural Analysis, Treatise on the Assaying of Food, Metallurgical Papers, &c. ASSAYS and ANALYSES of MINERALS, METALS, and every manufacturing product.
SPECIAL INSTRUCTION in ASSAYING and CHEMISTRY for gentlemen intending to proceed to the colonies.
All enquiries respecting scale of fees, &c., to be addressed as above.

THE GREAT HEWAS UNITED TIN MINING COMPANY.

The Committee of Management beg to announce that they have this day COMPLETED THE ALLOTMENT OF THE SHARES in this Company, and they regret that, owing to the applications being so far in excess of their limited capital, they have unavoidably been compelled to disappoint many applicants, who would otherwise have been entitled to consideration.

The Committee are happy to acquaint the allottees that they have been so fortunate as to complete the purchase of a superior new engine, of 70-hp. cylinder, from the St. Austell Foundry, now in course of delivery, and which the makers have contracted to set up complete within five weeks from this date, thus saving six months in the progress of the works. The Committee, therefore, confidently expect to make a return of produce within three months from this date.
12, Bishopsgate-street, London, March 31, 1853.

RHEIDOL UNITED SILVER-LEAD MINING COMPANY.

In 10,000 shares, 2000 of which are now offered by the present proprietors to the public at £1 each, in order to complete their working capital and machinery.
ON THE COST-BOOK PRINCIPLE.

OFFICES.—13, BENNETT'S HILL, BIRMINGHAM.

The present proprietors and committee of management consist of highly respectable and influential gentlemen in the neighbourhood of Birmingham and elsewhere, a list of whom may be seen at the offices of the company, as also the regular reports from their resident agents, as contained in their prospectuses.
These mines are surrounded by the best paying ones in South Wales, which are dividing enormous profits, and the present aspect of the workings fully justifies the expectation of similar results from this undertaking; most valuable lodes have already been cut, and the ores are now preparing for the market.

SECRETARY AND PURSER—Mr. Wm. Phillips.

BANKERS—The Birmingham Town and District Banking Company.

Application for the above shares may be made as follows, on or before the 11th of April next, to Mr. Wm. Phillips, at the offices of the company; or to Mr. George Batters, 26, Throgmorton-street, London; from whom prospectuses and any further information may be obtained.

THE RHEIDOL UNITED SILVER-LEAD COMPANY.

I request that you will allot to me shares in the above company, and I undertake to accept the same, or any less number that may be allotted to me, and to pay the sum of £1 per share thereon when required. Name
Residence and address
Name of Referee
Description
Date

WHEEL ECKLEY SILVER-LEAD MINE,

ST. TEATH, CORNWALL.

In 5000 shares, at £1 each.—To be paid for on allotment.
To be conducted on the "Cost-Book System," at 1-16th dues, for a term of 21 years.

COMMITTEE OF MANAGEMENT.

WILLIAM WYATT, Esq., Blandford.

WILLIAM PROCKTER, Esq., J. P., Launceston.

JOHN CLECH, Esq., Exeter.

BANKERS—Robins, Foster, and Bolitho, Launceston.

BROKERS—Mr. T. P. Thomas, 75, Old Broad-street; Henwood and Moynaux, Leeds.
MANAGING AGENT—Capt. John Dale.
ENGINEER—Mr. W. H. Grey.

PURSER AND SECRETARY—Mr. J. E. Prockter, Launceston.

This very promising mine, held under a lease from the Hon. Lady Granville, was worked a few years since with abundant prospects of success, but, like many other good things in Cornwall, was abandoned simply from the fact that the proprietors were too poor to raise sufficient capital for the purchase of a steam-engine. This important desideratum will, however, now be supplied; and before Midsummer Day Wheel Eckley will be in full and profitable operation. As time referred to, about £2000 had been expended on a safe and profitable mining adventure; and Wheel Eckley, but notwithstanding this apparent sunshine of prosperity, the mine was suddenly stopped, and lay dormant until the present enterprising company took up the set. In bringing this promising adventure once more before the notice of the public, it will be important to state that the lodes of the celebrated Old Treburtout, out of which profits amounting to £150,000 have been realised, run direct through the property; and such being its favoured locality, its lodes already developed and rich in their character, and ready at once to be operated upon, stamps this undertaking with a sterling impress of a safe and profitable mining adventure; and Wheel Eckley will at once take the proud position of being one of the best lead mines in this important mineral district.

The payment of £1 per share will include the erection of a steam-engine, count-house, smiths and carpenters' shops, together with all suitable buildings, materials, labour cost, salaries, and every incidental expense of the mine, until the engine is put to work, which it is anticipated will be at Midsummer next, by which time it is fairly presumed the various lodes will be sufficiently developed, so as to place the concern at once on the dividend-paying list.

CRAFTNANT CONSOLS COPPER MINE, NORTH WALES.

Held under lease for 21 years.

To be Conducted on the "COST-BOOK PRINCIPLE."
Capital £20,000, in 20,000 shares of £1 each, to be paid on allotment.

DIRECTORS AND MANAGING COMMITTEE.

WILLIAM HEALL, Esq., 14, Fenchurch-street, London.

WILLIAM HOBSON, Esq., Grove Lodge, Sheffield.

EDWARD LODGE, Esq., 13, Cambridge-terrace, Hyde-park.

THOMAS MEARBECK, Esq., Sheffield.

BANKERS—Messrs. Field, Son, and Wood, 9, Warminster-street, Throgmorton-street; George Wilson, Esq., 6, George-street, Sheffield.

DIRECTING AND CONSULTING ENGINEER—St. Pierre Foley, Esq., 19, Gibson-square, Islington.
SECRETARY—Mr. William Battye.

OFFICES.—33, GREAT WINCHESTER STREET.

PROSPECTUS.

The above mines are situated in the parish of Llanbedr, near Harlech, in the county of Merioneth, North Wales. The set is extensive, extending over a surface of 450 acres, and the lodes are traceable 605 fms. east and west on their bearing, with some cross lodes which make great deposits of ore, particularly at their junction with the chief lodes.
The ore is of the richest description of yellow copper ore, producing 35 per cent. of metallic copper, specimens of which may be seen at the offices of the company, one of nearly solid ore, weighing more than 3 cwt., a specimen highly interesting from its extraordinary size. The mines are now in course of working, and making good returns for the capital expended.

Notice is particularly requested to the annexed extracts from the reports of the engineers, which are open for inspection at the company's offices; also to the fact that there is sufficient water power at command for all mining purposes, rendering steam machinery unnecessary.
There is a good road leading directly through the set to the port of shipment at Llanbedr, which is only three miles distant from the mines.
The late proprietors have agreed to take shares in the mine for the full amount of their interest, and to allow a considerable portion of their shares to remain in the hands of the directors, until the mine pays a dividend; and the company's officers, and to the brokers.

REPORTS.

Extract from the report of ST. PIERRE FOLEY, Esq., C. and M.E.
Very rich copper lodes have been discovered on this extensive set, containing yellow copper ore of the richest description; bluish and black oxide, and native copper ores, the general matrix being quartz of that description which miners look on as favourable to copper deposits. Having repeatedly examined the mining set and all the mine workings, and the evidence of a strong parallel lode, that may be seen about 30 fms. to the north, tends to considerably enhance the prospects. I have much pleasure in stating that I have a very favourable opinion of these mines, and I feel almost confident that the lodes will be productive of abundance of ore. The facilities for working the mines are twofold—First, an adit can be driven from the base of the hill, that will cut the lode 100 fms. below surface. Secondly, should it be considered more economical to work the mine by the sinking of an engine-shaft, and driving therefrom at different levels, &c., there is a powerful stream of water that can be made available to the working of sufficiently powerful machinery to drain the mine to any depth.

Extract from the report of Capt. FRANCIS TREWECK.
This mine is situated in the parish of Llanbedr, about three miles in a north-west direction from the town of Harlech, and nearly east and west, or longitudinal to the lode. Many trials have been made on the back of one of these lodes, within the range of 400 yards, and in none of them has the lode been found barren, but, on the contrary, in several places it has been found exceedingly productive, and that, too, of the richest variety of sulphuretted, oxides, and carbonates of copper, as are rarely seen produced from one lode: many tons of this ore have been sold at a very high price, and many tons are now on the mine, preparing for the market, the strata of the hill in which the lode runs, are porphyritic trap and kilaas, or clay-slate. The general appearances and prospects of the mine in its present stage are exceedingly flattering; and may be seen about 30 fms. to the north, tends to considerably enhance the prospects. I have much pleasure in stating that I have a very favourable opinion of these mines, and I feel almost confident that the lodes will be productive of abundance of ore. The facilities for working the mines are twofold—First, an adit can be driven from the base of the hill, that will cut the lode 100 fms. below surface. Secondly, should it be considered more economical to work the mine by the sinking of an engine-shaft, and driving therefrom at different levels, &c., there is a powerful stream of water that can be made available to the working of sufficiently powerful machinery to drain the mine to any depth.

Extract from the Report of Capt. JOHN DAVIES.
The Craftnant Copper Mine is situated about three miles from the town of Harlech, in the parish of Llanbedr, North Wales. The set is very extensive, embracing a very high hill or mountain, composed chiefly of schistose slate, highly mineralised, and through which several lodes are passing in different directions, and of various angles of declination—all of which contain ores of high produce. One lode, however, is of greater magnitude than the others, having an east and west direction, and running nearly longitudinally with the mountain; and considering the partial excavations and explorations on it, it produces a very extraordinary result, having in a few superficial fathoms produced about 30 tons of very rich copper ore. I was highly pleased to find a good heap of ore lying on the floor; some of the stones were very large and very rich, equalling any to be seen in large and fully developed mines; and during my stay in the mine good stores of copper ore were broken from the lode. At the foot of the mountain, and within the set, a very fine river flows with great impetuosity, equal to any power required for machinery of any magnitude; but the height and abruptness of the surface of the hills will enable the proprietors to communicate lodes at considerable depths without the aid of pumping engines, which of itself is of great importance; and its proximity to the port of Llanbedr is another local advantage, most desirable for the conveyance and shipment of the ores.
St. Agnes, near Truro, March 1853.

To the Committee of Management of the Craftnant Consols Copper Mining Company.
GENTLEMEN.—Be pleased to allot me shares in this company, and I undertake to accept the same, according to the rules and regulations of the Cost-book, and to pay the deposit thereon. Your obedient servant,
Reference
Name
Date
Address

WRYSGAN SLATE AND SLAB QUARRYING COMPANY.

PORT MADOC, NORTH WALES.

Capital £15,000, in shares of £1 each.—On the "COST-BOOK PRINCIPLE."
The Directors beg to give notice, that these quarries will be put into active operation immediately, and that NO APPLICATION FOR SHARES can be RECEIVED after the 6th of April.—Samples can be seen, and all information obtained of T. W. Wilkinson, Esq., at the offices of the Company, 26, Gresham-street, City.

MIXON GREAT CONSOLS COPPER MINING COMPANY,

NEAR LEEK, STAFFORDSHIRE.

NO FURTHER APPLICATIONS FOR SHARES in this company can be RECEIVED by the Directors (the whole of the same having been already applied for), except upon the condition that, should any of the present Allottees FAIL in the PAYMENT of their DEPOSITS within the time prescribed, such SHARES shall be RE-ALLOTTED, according to priority of application.
THOMAS LEWIS, Purser,
St. George's Chambers, High-street, Birmingham, and
33, Essex-street, Strand, London, March 31, 1853.

THE DEVON TIN MINES, DARTMOOR, DEVONSHIRE.

In 10,000 parts, or shares.

On the "COST-BOOK PRINCIPLE," with large paid-up capital.
£1 per share to be paid on all shares subscribed for.

OFFICE OF THE MINES.—26, NEW BRIDGE STREET, BLACKFRIARS, LONDON.

The mining set is held direct from the Duchy of Cornwall, for 21 years, from the 1st November, 1851, at 1-18th dues, or royalty, and a small yearly rent.
The set is bounded by rivers, affording ample water power. Considerable mining operations have already been carried forward in the set, and machinery to carry large operations into effect has been erected, and the mine is now at work, with expectations of an early return of ore. The following Committee of Management and Finance has been elected by the shareholders:—

R. M. BATES, Esq., 217, Strand.
H. E. BICKNELL, Esq., Upper Bedford-place, Russell-square.
T. C. BATES, Esq., Drayton-terrace, Brompton.
H. F. GIBBONS, Esq., Egham, Surrey.
ROBERT GIBSON, Esq., Sandhurst Lodge, Wokingham, Berks.
A. GREIG, Esq., Lowndes-street, Belgrave-square.
Capt. G. W. KEANE, Montpelier-road, Brighton.
FREDERIC LAWRENCE, Esq., Elm-court, Temple.
F. S. PARLEY, Esq., The Strine, Worthing, Sussex.
WILLIAM TYLER, Esq., Bolt-court, Fleet-street.
SHIRLEY F. WOOLMER, Esq., 11, Chancery-lane, London.
WILLIAM WILLS, Esq., Totness, Devon.
EDWARD WOOLMER, Esq., Exeter.

BANKERS—Messrs. Strahan, Paul, and Co., 217, Strand.
The Board of Direction is held in London once a fortnight, and a meeting of the shareholders will take place every two months. A local committee has also been established. It has been decided that a sum not less than £5000 shall be raised for actual capital, of which £5000 have been paid up. Subscriptions for 1500 shares only are now invited, for which very early written application to the secretary, in the usual way, must be made. For further particulars, copies of reports, surveys, and all other matters connected with the mines, apply to, or address by letter, J. W. Arundell Esq., secretary and purser, at the office of the mines, 26, New Bridge-street, Blackfriars, London.

WEST CRINNIS COPPER MINE,

IN THE PARISH OF ST. AUUSTELL, CORNWALL.

CONDUCTED ON THE COST-BOOK SYSTEM.

Capital in 2500 parts or shares; deposit, 10s. per share.

CHARLES HINKS, Esq., Drayton-terrace, Brompton—CHAIRMAN.
JOHN BAKER, Esq., M. D., Richmond, Kent, Surrey.
HENRY PARISH, Esq., Mosely-road, Birmingham.
W. C. MORGAN, Esq., St. Ender, Cornwall.
AUDITORS—Rev. Rowland Hill, Southampton; Mr. Benjamin Giles, Birmingham.
RESIDENT AGENT—W. C. Morgan, Esq.

INSPECTING MINER AGENT—Captain J. H. Webb, St. Austell.
BANKERS—Messrs. J. L. Molliet and Son, Cherry-street, Birmingham.
PURSER—Mr. Thos. Lewis, sharebroker, St. George's Chambers, High-street, Birmingham.
OFFICES.—No. 33, ESSEX STREET, STRAND, LONDON:
and ST. GEORGE'S CHAMBERS, HIGH STREET, BIRMINGHAM.

This mine is situated in the productive mineral district of St. Austell, Cornwall, within a short distance of the Great Crinnis, Penbroke and East Crinnis, Charlestown United, Far Consols, and Boscombe Mines, all of which either have been or are now very profitable. The set extends over upwards of 40 acres, and contains four east and west and three caunter lodes. One of the former was explored to a small extent about 20 years since in the eastern part of the set, where one of the caunters intersected it, and was found very productive. During the last few months there has been discovered in the South Crinnis, or Appletree Mine, which immediately adjoins West Crinnis on the south, a rich caunter lode 3 feet wide, which runs directly through the West Crinnis set, intersecting the other lodes. Such intersections form a most satisfactory feature, as in this neighbourhood they have seldom failed in producing large deposits of mineral, wherever they have occurred. This mine has an adit level brought into it about 20 fms. deep, and numerous lodes intersecting each other in a highly mineralised stratum of ground, cheap and easy for mining. It is held under a lease for 21 years from Colonel Carlyon.

It is proposed to sink a shaft about 20 fathoms below the adit level, and to open the ground extensively on the various lodes. These will, there is every reason to believe, yield an abundance of copper, and by the expenditure of a moderate capital render it a profitable and lasting mining property. An efficient and powerful 50-hp. cylinder engine, upon the most approved principle, is in the possession of the company, together with the necessary pump-work, whins, apparatus, shafts, and all other essential materials, and are ready for immediate erection and fixing on the unexplored part of the set.

The capital requisite to put the works in full operation (including the purchase of the above machinery, &c.) is estimated at about £5120, which it is proposed to raise by the issue of 2500 shares, to be paid for by a deposit, on application, of 10s. per share, and the balance by three equal quarterly instalments.
The major part of the capital being already subscribed for (only about 700 shares now remaining for disposal), operations will be at once commenced. This adventure, therefore, possesses a great and unique advantage, in addition to those already mentioned, inasmuch that the delay usually occurring in obtaining machinery and the necessary appliances for setting a mine in full work will in this instance be entirely obviated.

The management will be in the hands of men of experience, and the anticipated profit will, it is hoped, fully justify the proposed outlay of capital.

REPORT OF CAPTAIN CHARLES THOMAS.

Dolcoath Mine, Camborne, Feb. 16, 1853.—I have to-day inspected West Crinnis mining set. It is situated about two miles and a half east of St. Austell, in one of the richest mining districts in the county of Cornwall, The Great Crinnis, Wheel Regent, Penbroke and East Crinnis Mines, lying near to it, have produced large quantities of copper ore, clearing great profits to the adventurers. Far Consols, now a rich and profitable mine, lies about three-quarters of a mile to the north-east of this set. The locality is unquestionable for mining purposes. Several lodes pass through the set, some of which have been partially worked here; the deepest, to 40 fms. below the adit, which is 20 fms. deep, and that for a short distance only. The set is, therefore, to a great extent unexplored. The recent discovery of a productive caunter lode in South Crinnis, which is found to pass through the south-western part of this mine, and underlying north-east, giving the West Crinnis a greater length in depth, adds much to the value of this set. The 20 fms. level, on the caunter, in South Crinnis is driven. I am informed, to within 40 or 50 fms. of the surface. The cost of working the mine will not be very great, as the ground can be worked cheaply and expeditiously. The cost of drawing water will also be comparatively easy. I consider West Crinnis to be a valuable mining set, and well worthy of attention and vigorous prosecution, and that the chances of success are great. I approve of the place chosen by Captain Webb to erect a steam-engine, as the caunter shafts referred to, as well as the Regent and other lodes, can be easily reached and worked from the engine shaft.

Applications for shares to be addressed, in the usual form, to Messrs. Brunton and Son, sharebrokers, Auction Mart, Bartholomew-lane, City, London; W. C. Morgan, Esq., St. Ender, Cornwall; or to Messrs. Truro, Cornwall; Mr. H. Birch, sharebroker, 4, High-street, Worcester; or the purser, Mr. Thomas Lewis, sharebroker, St. George's Chambers, High street, Birmingham.

CHARLES THOMAS.

Mount Carbon Chartered Coal and Iron Company
FAYETTE COUNTY, VIRGINIA, U. S.
The company being incorporated by Charter from the State Legislature, no liability will be attached to the shareholders beyond the amount of shares.
Capital £150,000, in 150,000 parts of £1 each, of which 60,000 will be held in shares by the proprietors, as part purchase of the property.
To be paid in full on allotment, without further call or liability.

DIRECTORS—Sir ROBERT PRICE, Bart., M.P., 11, Stratton-street, Piccadilly, and Foles-park, Hertfordshire.
Sir CHARLES NIGHTINGALE, Bart., 8, Manchester-square, and Knoworth, Cambridgeshire.

GEORGE GRIFFIN, Esq., Beale's Wharf, Southwark.
GERALD RALSTON, Esq., 21, Tokenhouse-yard, Lothbury.
JOSEPH LAURE, Esq., 12, Lower Berkeley-street, Portman square.
GEORGE J. BURELEM, Esq., Harwood Lodge, Newbury, Berks.
W. T. POUSSIN, Esq., late Ambassador to America, 42, Rue Richer, Paris.
JOHN Y. CLARKE, Esq., 39, Rue d'Amsterdam, Paris.

SOLICITORS—Messrs. King and Attwaters; F. Truett, Esq., 91, Earl-street, Blackfriars.
BANKERS—Messrs. Kylyn Brothers, 22, Change-alley, Cornhill; John G. Bone, Esq., 5, Bank Chambers, Lothbury.

BANKERS IN LONDON—Commercial Bank of London, Lothbury.
Messrs. Dinwiddie, Dremet, Fowler, and Barnard, 50, Cornhill.

THE GOVERNOR AND COMPANY OF COPPER MINERS IN ENGLAND.—Notice is hereby given, that the ANNUAL GENERAL COURT, or GENERAL MEETING of Proprietors of the above-named company, will be held at the London Tavern, Bishopsgate-street, in the City of London, on Thursday, the 7th day of April next, at Twelve o'clock at noon precisely, and that at such Court or Meeting an election will be had of three Assistants, in the place of F. F. Robertson, Esq., M.P., resigned, and of Andrew Bonar, Esq., Alfred Fowler, Esq., and George Gay, Esq., who retire by rotation, but who, being eligible for re-election, will offer themselves accordingly, and that such Court or Meeting will also be for the election of Auditors.

The transfer books of the company will be closed from Wednesday, the 23d inst. to Thursday, the 7th proximo, both inclusive.

By order of the Governor, Deputy-governor, and Assistants.
CHARLES FRETWER, Secretary.
10, New Broad-street-near, London, March 21, 1853.

SOUTH AUSTRALIAN COPPER MINING COMPANY.—The Committee of Management hereby give notice that, in pursuance of the resolution of the Board of 17th Dec. last, they have allotted the remaining UN-APPROPRIATED SHARES of the Company among the holders of such shares as were registered in the Book of the month of January last, pursuant to notice, and stamped with the red stamp. Such allotment is in the proportion of two shares for every five shares so registered and stamped.

The letters of allotment will be issued at the offices of the company on production of the shares so registered and stamped, on or before Saturday, the 16th day of April, 1853, after which day the right to claim such allotment will be considered as forfeited.

By order of the Board, J. THOMPSON, Chairman.
Offices, 17, Gracechurch-street, March 29, 1853.

THE KEWEENAW POINT COPPER AND SILVER MINING COMPANY.

LAKE SUPERIOR, STATE OF MICHIGAN, UNITED STATES.
To be Incorporated by Charter, under the General Act of Incorporation of the State of Michigan, according to which all liability of shareholders is avoided on the capital being paid up.

Capital \$500,000, or £100,000, in 20,000 shares of \$25, or £5, each, payable on allotment.

THOMAS KELLY, Esq., Alderman, City of London.
JOHN HUMPHREY, Esq., Alderman, City of London.
JOHN CARTER, Esq., Sheriff and Alderman, City of London.

DIRECTORS.
CHARLES C. TROWBRIDGE, Esq., President of the Michigan State Bank, Detroit, United States.
CHARLES S. ADAMS, Esq., Detroit, United States.
SIMON MANDLEBAUM, Esq., Copper Harbour, Lake Superior, United States.
JOHN HUMPHREY, Esq., Alderman, London.
JOHN CARTER, Esq., Sheriff and Alderman, London.
GEORGE BUDGE, Esq., London.
JAMES CLIFT, Esq., London.
GEORGE STONE, Esq., London.

BANKERS IN THE UNITED STATES—Michigan State Bank, Detroit.

BANKERS IN LONDON—Messrs. Barclay, Bevan, Tritton, and Co., Lombard-street.

BROKERS—Messrs. John Shewell and Son, Tokenhouse-yard.

SOLICITOR—Frederick Dineley, Esq., 30, Bloomsbury-square.

SECRETARY—Mr. James G. Wilson.

TEMPORARY OFFICES IN LONDON.
No. 13, KING'S ARMS YARD, MOORGATE STREET, CITY.

The property proposed to be worked by this company consists of 320 acres of freehold Mineral Land, situate in the north-eastern part of Keweenaw Point, in Lake Superior, and is distant from Copper Harbour (the best harbour on the south side of the lake) three miles, and about two and a half miles from Bete Gris Bay, from whence there is easy communication to either port by a road which runs through the tract.

The title is indisputable, being held by patent direct from the United States Government to the vendor, and is subject only to the tax of 1 dollar (4s. 6d.) per ton of copper, and 1 per cent. on the value of silver obtained, payable to the Treasurer of the State of Michigan, in lieu of all State taxes.

Several rich veins of copper have been discovered, but only two of them have been opened and proved. Of these, one on the north-west portion of the tract has been sunk on several feet, and shows rich fine copper; it has an average width of 16 inches, and is traced some distance on the surface into the tract now being worked by the New York and Michigan Mining Company. (Vide Capt. Hoar's letter.)

The other vein, on the south-eastern part, has been sunk on 30 feet, and at the bottom of the shaft is 18 inches wide, well defined, with regular walls, and rich in copper and silver; it has been opened on the surface at various points for a distance of 110 yards, and shows uniformity of richness throughout. The prevailing rock of the location is amygdaloid and granular trap, being the formation in which all the rich mines of Lake Superior are found. At the same depth to which this vein is sunk, it has proved fully equal, if not superior, to that of the celebrated Cliff Mine, or any other as yet opened, and when as fully developed, it is fair to expect a result equally favourable with those already obtained by the most successful of the companies at work in the same rich district.

The report made upon this mine by S.W. Hill Esq., a mining engineer of eminence, residing at Copper Falls, Lake Superior, is most satisfactory, and can be seen at the company's Office.

• This mine has paid its Capital four times over, and is still yielding a net monthly profit of 20,000 dollars.

Subsequent to the date of this report, the following letters have been received:—

LETTER FROM CAPTAIN JOHN HOAR.
Copper Harbour, Dec. 11, 1852.—I have recently taken out of the shaft now sinking at the New York and Michigan Mine several masses of copper, weighing from 150 lbs. up to 800 lbs.—four of the masses weighing in the aggregate about 1600 lbs. The depth from the surface to where I have taken these masses is 115 feet, the vein running from 12 to 24 inches.

There is good barrel and stamps work now in the bottom of the shaft for the last 25 feet that we have sunk it. The ground would pay well for stopping. I should add, that all this copper, and the excellent appearance of the vein in the shaft, is in greenstone formation. I have seen almost all the veins that have been opened on the Point, and I can safely say that I have seen none that will compare with the New York and Michigan, considering the work accomplished. Knowing that you are the principal owner in the New Lac La Belle Mine, and as the vein in the New York and Michigan passes through the territory of the New Lac La Belle, I have thought it would be of some interest to you to know of the bright prospects of the New York and Michigan; for if the New York and Michigan makes a mine, there is a certainty that the New Lac La Belle will be equally good, if not better, lying as it does, directly south of the New York and Michigan, off the range of greenstone, and in the amygdaloid. The shaft sunk on the New Lac La Belle, last fall, which proved so very rich, is on this same vein. (Signed) JOHN HOAR.

S. Mandelbaum, Esq.

• The Keweenaw Point Silver and Copper Company's mine is commonly known on the lake as the New Lac La Belle.

LETTER FROM SETH REES, ESQ., A MERCHANT AT COPPER HARBOUR.

Copper Harbour, Dec. 15, 1852.—I sent you a few specimens from the New York and Michigan Mine, taken from the shaft a few days since. They are down now 115 ft. in the greenstone. The vein is about 14 inches wide, producing good stamps work. I visited the mine on Monday (19th), and saw the masses recently got out. They are quite as large as Capt. Hoar represented, one weighing 800 or 900 lbs. You will, I think, see a great similarity in the veinstone from this mine to that taken from the shaft on the New Lac La Belle location last fall. Being the same vein, and crossing the New Lac La Belle, in the amygdaloid, I am of opinion that a better mine will be found than in the greenstone. (Signed) SETH REES.

S. Mandelbaum, Esq.

Assays have also been made of the rock from these veins by Messrs. Syms, Williams, Drue, and Co., of Swansea, by Professor De Bay, of University College, London, and Mr. John Mitchell, of Bishopsgate-street, all of which prove the ore to be unrepresentedly rich in silver and copper. The samples which can be seen at the office substantiate the fact, and afford conclusive evidence of the superior richness of those ores, as compared with the product of any other mining district.

With regard to the prospective advantages of this undertaking, it may be well to call the attention of the public to the fact that all concurring testimony tends to prove that Keweenaw Point is destined at an early period to be the largest contributor in the world to the great and increasing demand for copper. Indeed, it is beyond question, that it requires only a proper application of capital to develop the mineral riches of that district, and obtain results unparalleled in any other.

The directors of the company having satisfied themselves of the value and richness of the property, have entered into a conditional contract with the proprietor for the absolute purchase of the same, for the sum of 40,000, of which 35,000, will be taken in the Shares of the company fully paid up.

Although the directors have proof of the great value of this property, it is their intention forthwith to send out competent persons to examine and further report upon it, and should the same be satisfactory, they will immediately ratify the conditional contract made with the proprietor, and take possession on behalf of the company; but should the report prove unsatisfactory, the whole amount subscribed will be returned to the shareholders, the vendor in such event, having undertaken, with the directors, to bear the whole costs of the investigation.

The estate is admirably situated for mining purposes, possessing within itself an abundance of fine timber, having likewise a fine stream of water running through it. The communication with Lake Superior, from this country is easy and expeditious; the journey from Liverpool to Copper Harbour, can be performed in 16 days. Large steamers and sailing vessels of a large class stop regularly at Copper Harbour. The transit to New York will be much improved as soon as the canal intended to unite the Lake Superior and Huron is completed. This is expected before the close of 1854, the bill authorizing the same having passed the Legislature of the State of Michigan. When completed the expense of freight, as well as the time of transit, will not only be lessened, but ships of 300 tons burthen will be able to load at the ports of the company, and proceed to Swansea, via the St. Lawrence, without discharging cargo.

It might be supposed by those not cognizant of the circumstances, that the cost of transporting copper ore from the Lake Superior district to an available market, is an obstacle to mining in that region—such, however, is not the actual fact. The cost of conveying 1 ton of copper from Keweenaw Point to the smelting works at Detroit is 24s. to New York or Boston 45s.; the ore carried yielding from 60 to 80 per cent. of pure copper. The average yield of Cornish ores being from 5 to 8 per cent., the actual cost of transporting the Lake Superior ore becomes commercially less than those obtained in Cornwall or Devon conveyed to Swansea only.

Labour is abundant, and comparatively cheap in the mining district. Provisions of all kinds are at a lower price in this division of the United States than on the sea-board. Keweenaw Point is situated in latitude 46° 30' north, and although it is 50° south of London, the winters are colder than in England, but the air is beautifully clear, and the climate not so severe as in our Canadian colonies. The summers are pleasant, and the district is without exception the healthiest in the United States.

The company being established under a Charter of the State of Michigan, in the United States of America, is free from the provisions of the English Registration Act. All liability of the shareholders is avoided under the provisions of this Act of the State on the capital being paid up.

Applications for shares may be made at the offices of the company; or to the company's brokers.

FORM OF APPLICATION.

To the Directors of the Keweenaw Point Copper and Silver Mining Company.

13, King's Arms-yard, Moorgate street.

GENTLEMEN,—I request you will allot me shares (of £5 each) in the Keweenaw Point Copper and Silver Mining Company, and I agree to accept the same, or any less number you may think proper, and to pay the amount of the subscription when required.

Date..... Name in full.....

Address..... Occupation.....

Reference in London..... Signature.....

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

NEW ARRANGEMENTS, AND REDUCED FARES AND FREIGHTS.

DEPARTURES OUTWARDS.

INDIA AND CHINA, VIA EGYPT.—For Aden, Ceylon, Madras, Calcutta, Penang, Singapore, and Hong Kong, on the 4th and 20th of every month from Southampton; and on the 10th and 26th from Marseilles.

AUSTRALIA VIA SINGAPORE.—For Adelaide, Port Phillip, and Sydney (touching at Australia), on the 4th of May and 4th of every alternate month thereafter from Southampton; on the 10th of May and 10th of every alternate month thereafter from Marseilles.

MALTA AND EGYPT.—On the 4th and 20th of every month from Southampton; and the 10th and 26th from Marseilles.

MALTA AND CONSTANTINOPLE.—On the 27th of every month from Southampton.

SPAIN AND PORTUGAL.—For Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, from Southampton, on the 7th, 17th, and 27th of every month.

CALCUTTA AND CHINA.—Vessels of the Company ply occasionally (generally once a month) between Calcutta, Penang, Singapore, Hong Kong, and Shanghai.

N.B.—The rates of passage money and freight on the India and China lines have been considerably reduced, and may be had upon application at the Company's offices, 122, Leadenhall-street, London, and Oriental-place, Southampton.

THE PORT OF SOUTHAMPTON EMIGRATION COMPANY'S

REGULAR LINE OF PACKET SHIPS.

To sail on the 30th of April for ADELAIDE and SYDNEY, the splendid new A1 frigate built ship, LEONIDAS, 1000 tons, F. G. TADMAN, Commander. This ship has great height between decks, a very improved system of ventilation, and is expected to prove one of the fastest ships afloat. Passage money 25 guineas, including railway fare from London to the ship's side in the Southampton Docks. The poop cabins are reserved for families, and are charged according to the accommodation required.

For particulars, apply to the company's agents in London, Grindlay and Co., 124, Bishopsgate-street, and 8, St. Martin's-place, Charing-cross; or at the Company's offices, Canute-road, Southampton.

M. R. G. F. MUNTZ'S (JUN.) PATENT SOLID BRASS TUBES,

13½d. per lb., delivered in any part of the United Kingdom.—In introducing these tubes to the notice of engineers and the public, the patentee respectfully directs their attention to some of the advantages which they possess over those previously in use:—

1st. Economy in the first cost.—2d. Greater durability, being made of a mixture of metal hard in its own nature, and not mechanically hardened, as ordinary brass tubes are, which renders them liable to split or burst when subjected to the expansion and contraction caused by the heating and cooling of the boiler.—3d. Equality of hardness throughout, the metal being sufficiently tough to bear expanding, when fixing in the boilers, without softening the ends, which is necessary in fixing the brass tubes previously in use, and which causes the softened parts to wear more.

4th. They are less liable to corrode than any mixture of brass which can be manufactured into tubes by the process previously employed.

G. F. Muntz's Patent Metal Company, French Walls, Birmingham, sole manufacturers.—Agents for London: Charles Moss and Co., 23, Fenchurch-street; Young, Downson, and Co., Limehouse.—Bristol: E. Drew, Clifton Park.—Liverpool: C. Moss and Co., Redcross-street.

TO MERCHANTS, IRONMONGERS, AND SHIP OWNERS.

MESSRS. THORNTON AND SONS, BRADFORD STREET,

BIRMINGHAM, beg to announce that they are AGENTS for Mr. MORRIS STIRLING'S PATENT GENERALLY. Several of Mr. Stirling's improvements in the manufacture of iron and other metals are already well known, and in general and economical substitutes for tin-plate, Britannia metal, and for certain applications of copper and brass; sheathing for ships is a valuable item. Messrs. Thornton and Sons are ready to give full information, and to receive orders, as well for the metals themselves (in all forms), as for articles manufactured from them.

They have also constantly in stock every description of STORES suitable for RAILWAY COMPANIES, including LIFTING JACKS, SIGNALS, CORDAGE, FLAX, &c., and are the only Manufacturers of their REGISTERED DAY AND NIGHT SIGNALS, IMPROVED CARRIAGE ROOF LAMPS. Also, sole Manufacturers of ELOIN'S IMPROVED MINERS' SAFETY LAMP, the use of which will secure safety to the miner in the most explosive atmosphere, price 10s. 6d. and 12s. each.

VENTILATION OF COAL MINES.—BIRAM'S PATENT

ANEMOMETERS, 12-in. £4 4s., 6-in. £3 3s.—To be had of the manufacturer, John Davis, mathematical instrument maker, Derby.

All kinds of instruments pertaining to mines made and repaired.

PATENT SAFETY FUSE.—THE GREAT EXHIBITION PRIZE

MEDAL WAS AWARDED TO THE MANUFACTURERS OF THE ORIGINAL SAFETY FUSE, BICKFORD, SMITH, AND DAVEY, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE has now a thread wrought into its centre, which, being patent right, infallibly distinguishes it from all imitations, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate. Address.—BICKFORD, SMITH, AND DAVEY, Tuckermill, Cornwall.

SAFETY FUSE.—MESSRS. WILLIAM BRUNTON AND CO., PEN-

HALLICK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe. Messrs. BRUNTON & CO. are at all times PREPARED TO EXECUTE UNLIMITED ORDERS FOR SUPPLYING FUSE direct from their own MANUFACTORY, and warrant that it will prove equal to, if not better, than any to be procured elsewhere.

IMPROVED SYPHON, OR FORCING-PUMP.—The public are

respectfully informed that a few of these SYPHONS are FITTED UP for the use of the public, and may be seen at Mr. J. Pittford's, No. 8, Orchard-street, Ironmonger-row, near St. Luke's Church, London. Parties wishing to be purchasers may see them tested on the premises. Early orders will be strictly attended to.—For further particulars, apply at the office of M. De Fontaine Moreau, No. 4, South-street, Finsbury, London; or to the patentee, F. C. Mouat, Earlston, near Melrose.

EXTRACTION OF GOLD AND SILVER FROM THEIR ORES.

—THE NEW RAPID AMALGAMATOR (BAGGS'S PATENT) requires ONLY HALF the usual amount of MERCURY, and effects an enormous SAVING OF TIME in the process of AMALGAMATION. The NEW MERCURIAL SEPARATOR, secured under the same patent, effects a complete separation of the mercury from the refuse, after the process of amalgamation is complete, in the space of a FEW SECONDS, instead of requiring, as at present, a tedious operation of some TWO HOURS.

In these machines, improved mechanical arrangements are added by the most powerful chemical affinity, and from the principles introduced, it is next to impossible for a particle of gold to escape. The three following companies have already adopted these important improvements:—The Anglo-Californian Gold Mining Company, the Alliance Californian Gold Mining Company, and the Anglo-Australian Gold Mining Company.

For terms of license, and other particulars, apply to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street.

N.B.—An engraving of the machines, with descriptive letter-press, will appear in the Mining Journal almost immediately.

THE NEW STEAM STAMPS, FOR CRUSHING GOLD QUARTZ

AND METALLIC ORES.—(BAGGS'S PATENT).

These powerful MACHINES are now TO BE HAD AT A SHORT NOTICE, and of any number of horse-power, from four to twenty.—All communications to be addressed to Mr. ISHAM BAGGS, at the office of the Mining Journal, 26, Fleet-street.

The following Testimonial of the power and efficacy of these engines is from the manager of one of the smelting establishments in South Wales, where steam stamps, of moderate power, under this patent, have been for some time in operation:—

TO ISHAM BAGGS, ESQ., LONDON.

DEAR SIR,—In reply to your letter of inquiry about the action of your Patent Stamping Machine, I beg to say, that I have now had it fully at work for two months; the quantity of coarse metal it will crush with ease is about 20 tons in 10 hours—about two-thirds of a ton of fine metal, the remainder would require to be stamped a second time, to reduce it to the sale fineness. The steam used is very little, and the crushing force very great; large lumps of the metal (which is very hard) are immediately broken down—when I say large, I mean lumps as big as ordinary paving stones. I am now putting up the second machine which you sent me, and have no doubt it will give (as the first has already done) entire satisfaction. I am quite convinced that the principle is excellent, and far superior to any other mode of crushing.

I am, yours, &c., ALFRED TRUMAN.

Spittly Copper Works, Llanelly, July 23, 1852.

The patent stamps may be used with atmospheric pressure, through the medium of a water-wheel or other prime mover. The application is extremely simple, very powerful, and where a motive-force is ready at hand, the machines cost less than when steam is employed.

TO GOLD COMPANIES, AND THE MINING WORLD GENERALLY.—THE NEW STEAM STAMPS.—NOTICE.—One of these powerful

ENGINES HAS JUST BEEN ERECTED, and is NOW SET TO WORK, at the ORE FLOORS AND REDUCTION WORKS of Messrs. JOHNSON AND MATTHEY, SUFFERANCE WHARF, MILLWALL, POPLAR, where it may be seen in operation daily, and its powers subjected to any required test. These stamps, after the most careful inspection, have already been adopted by the following companies:—THE ENGLISH AND AUSTRALIAN GOLD MINING COMPANY, THE ANGLO-CALIFORNIAN GOLD MINING COMPANY, THE ALLIANCE GOLD MINING COMPANY, THE ANGLO-AUSTRALIAN GOLD MINING COMPANY, THE MEXICAN AND SOUTH-AMERICAN MINING COMPANY, THE ST. JOHN DEL REY (Gold, Brazil), THE LINALES LEAD MINING ASSOCIATION (Spain), THE LONDON AND CALIFORNIA GOLD QUARTZ CRUSHING COMPANY. And they are about being adopted by several other companies and private individuals, who have carefully tested the results of their crushing powers, and submitted their capabilities that the most perfect test.

In proof of the utility of these engines, it may be observed, that the time in manual labour, which the will effect to one company alone (the St. John del Rey) will amount to many thousands pounds sterling per annum. For cards to view the engine at Millwall, apply, by letter, to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street, London, where any further particulars may be obtained on application.

HER MAJESTY'S ROYAL LETTERS PATENT

GRANTED TO WM. DRAY AND CO., ENGINEERS, for a NEW QUARTZ-CRUSHING, and UNIVERSAL MINERAL PULVERIZING MACHINE. One of these engines, constructed for hand-power, will, with the aid of a man and a boy, execute as much work as one of the old machines, which requires the power of several horses besides attendants. The great characteristics of this invention are economy both of cost and labour. (See Mining Journal, 26th March.) May be seen in operation at, or particulars, per post, may be obtained from Wm. Dray and Co.'s warehouses, Swan-lane, Upper Thames-street (London Bridge end).

KUPER'S PATENT WIRE ROPES.

MESSRS. F. AND HENRY J. MORTON, GALVANIZED AND CORRUGATED IRON ROOFING AND STRAND FENCING WORKS, 9½, ALBION STREET, LEEDS, SOLE AGENTS FOR KUPER'S PATENT WIRE ROPES, for mines, railways, inclines, &c. These ropes are now most extensively used throughout the whole of the mining districts of this kingdom; and reference can be given to the largest proprietors, as to their superiority over all other ropes. These ropes are made by improved machinery. All ropes sent CARRIAGE PAID.

PATENT GALVANIZED TWISTED SIGNAL CORD, for the use of mines, railways, &c., WILL NOT RUST OR CORRODE.



For mines they are very well adapted, as they will not rust or corrode, and are exceedingly strong. Prices, 15s., 18s., 19s. 6d., & 21s. per 100 yds., according to strength. PATENT HAIR BOILER FELT, for saving fuel, and ASPHALTED ROOFING FELT, 1d. per foot, supplied.

Apply for prices, &c., at the manufactory, 9½, Albion-street, Leeds.

GALVANIZED IRON ROOFS, AND WIRE STRAND FENCING.

MESSRS. F. AND HENRY J. MORTON, GALVANIZED AND CORRUGATED IRON ROOFING WORKS, No. 9½, ALBION STREET, LEEDS, the ORIGINAL MANUFACTURERS of the PATENT STRAND FENCING, formed of twisted wires, for parks, pleasure grounds, railways, inclosures, &c. Upwards of 600 miles have been fixed in this country, and it is admitted to be the most efficient fence in use. Price from 1s. 4d. to 3s. per yard, fixed, according to the kind of fence.

IRON HURDLES, GATES, & solid WIRE FENCING, manufactured at low prices. GALVANIZED GAME NETTING, very strong and neat, and NEVER REQUIRING PAINTING, 2 ft. wide, and 2 in. mesh, 7d., 9d., and 1s. 0½d. per yard.

GALVANIZED IRON CUTTERS, never want painting, 9d., 1s., & 1s. 4d. per yd.

ASPHALTED ROOFING FELTS, for farm buildings, mills, sheds, &c.

GALVANIZED SIGNAL CORD, formed as a twisted cord or rope, for mines, from 15s. per 100 yds.

For prices, drawings, and estimates, apply at the manufactory, 9½, Albion-street, Leeds. Sole Agents for the Fire Annihilator Machines, and Kuper's Improved Patent Wire Ropes.

ANDREWS' PATENT IMPROVEMENTS IN COKE OVENS.—

A. ANDREWS begs to call the attention of ironmasters and coke merchants to his PATENT IMPROVEMENTS IN COKE OVENS, and his COKE DRAWING APPARATUS, whereby they may be rendered, under all possible circumstances, more durable than those in common use, and may be protected, to a great extent, from the effects of the intense heat to which they are exposed. When in the oven, the apparatus may be applied to the pushing of the coke from the oven, and by this means no iron is required in the oven during the cooking process. The peculiar construction of these improvements renders the oven, with any description of coal, capable of converting 15 tons of coal into coke in a given time, and with a given area of floor, more than any other oven that is now in operation, by which a great saving is effected over an ordinary oven. In many instances full 50 per cent. is saved in the making of the coke alone, a much better yield is the result, and the coke is of better quality.

No person ought to be without Andrews' Patent Coke Ovens for the locomotive department. The patent right charged at the rate of 20s. the oven per annum, if paid half-yearly; but to parties paying in advance for the ovens, for the whole unexpired term of the patent, the patentee will allow 50 per cent. on any number of ovens built.—Applications for licenses and other information to be made to the patentee, 17, Oak-terrace, Maudes, Newport, Monmouthshire.

TO RAILWAY AND TELEGRAPH COMPANIES, PROPRIETORS OF COLLIERIES, MINES, &c.—JAMES B. WILSON, of the HAY-

DOCK PATENT WIRE-ROPE WORKS, NEWTON-LE-WILLOWS, LANCASHIRE, is prepared to supply the public with FLAT and ROUND ROPES for PITS, MINES, and INCLINES; and also with his PATENT SUBMARINE TELEGRAPH ROPE; at the lowest prices of the day. The ropes are manufactured under his improved patent, substituting a strand of fine wires for the core in lieu of a hempen one, as at present used.

BLAKE AND PARKIN, MEADOW WORKS, SHEFFIELD,

MANUFACTURERS OF CIRCULAR AND MILL SAWS, IMPROVED CAST-STEEL FILES for the use of engineers, and machinists, PATENT TEMPERED MACHINE KNIVES and CUTTERS, manufactured for planing and grooving wood, for cutting paper, iron, stone, leather, &c., and also any pattern or dimensions with the utmost exactness. Warranted to work with a harder and finer edge than any other mode of temper.

INVENTORS OF COR-ANNEALED CAST-STEEL for taps, piston-rods, &c.—MANUFACTURERS OF RAILWAY SPRINGS, BLISTER, SHEAL, and CAST-STEEL, &c.

IMPROVED LIFTING JACKS,

MANUFACTURED BY

W. AND J. GALLOWAY,

PATENT RIVET WORKS,

MANCHESTER.

The attention of parties who employ

Lifting Jacks,

Is respectfully requested to the superiority of those annexed, over those hitherto in use.

NEW PATENT ACT, 1852.—Mr. CAMPIN, having advocated

Patent Law Reform before the Government and Legislature, and in the pages of the Mining Journal, &c., is now READY TO ADVISE AND ASSIST INVENTORS IN OBTAINING PATENTS, &c., under the NEW ACT.

The Circular of Information, gratis, on application to the Patent Office and Designs' Registry, 156, Strand.

NO MORE QUILL PENS.—WILLIAM FIFE'S REGISTERED

CURVED-POINT GOLD AND STEEL PENS are the best ever invented, and, in fact, are the only perfect instruments for writing. These pens are of a peculiar construction, and entirely different to any that as yet have been brought before the public. Sold by all stationers, and wholesale by the proprietor, J. Kelly, 83, Cornhill, London. A sample box of these

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5120	Alfred Consols (copper), Phylack	£2 10s	£19	18 1/2	£6 9 0	£0 13 0—March, 1853.
1248	All-y-erib (silver-lead), Talylont, Wales	4	2	—	0 7 6	0 5 0—Jan., 1851.
2000	Anglo-Saxon Coal Company	4	1 1/2	—	0 10 0	0 2 0—Nov., 1852.
1624	Baleswidden (tin), St. Just	11 1/2	10 1/2	10 1/2	11 0 0	0 6 6—Feb., 1853.
4000	Bolton United (copper), Tavistock	2 1/2	10 1/2	10 1/2	4 7 0	0 6 6—Feb., 1853.
5000	Black Craie (lead), Kirkcubrightshire	5	10 1/2	10 1/2	0 2 6	0 2 6—Nov., 1851.
104	Boscawell Downs (tin), St. Just	—	12 1/2	—	750 0 0	—May, 1849.
103	Botallack (tin, copper), St. Just	182 1/2	810	—	185 10 0	13 0 0—Feb., 1853.
1000	Bryntal, Llanidloes, Montgomeryshire	8	6 1/2	—	0 5 0	0 5 0—June, 1851.
5000	Callington (lead, copper), Callington	£7 12s	6	—	1 8 0	0 4 0—Sept., 1847.
1000	Carn Brea (copper, tin), Illogan	15	7 1/2	—	217 10 0	2 0 0—March, 1853.
128	Conford (copper), Gwennap, Cornwall	75	65	85	—	—
356	Conduvor (copper, tin), Camborne	20	13 1/2	135	28 0 0	3 0 0—Feb., 1853.
310	Cook's Kitchen (copper, tin), Illogan	15 1/2	3 1/2	—	—	—
128	Cwmystwith (lead), Cardiganshire	60	210	—	15 0 0	5 0 0—Dec., 1852.
424	Devon Great Consols (copper), Tavistock	1	465	463	316 0 0	12 0 0—March, 1853.
672	Ding-Dong (tin), Gwilt	1	6	—	35 0 0	—1850.
190	Dolcoath (copper, tin), Camborne	257 1/2	105	102 110	855 14 0	—1847.
2300	Drake Walls (tin, copper), Calstock	7 1/2	9 1/2	10 11	0 5 0	—Jan., 1852.
370	East Darren (lead), Cardiganshire	28	110	—	4 0 0	2 0 0—Jan., 1853.
128	East Pool (tin, copper), Pool, Illogan	24 1/2	150	—	233 0 0	—1843.
91	East Wheal Croft (copper), Illogan	125	65	—	840 0 0	—
123	East Wheal Rose (silver-lead), Newlyn	50	225 1/2	200	2245 0 0	10 0 0—March, 1852.
404	Fowey Consols (copper), Tywardreath	40	30	—	—	—
3715	General Mining Co. for Ireland (cop., lead)	1 1/2	5 1/2	6 6 1/2	0 17 5	0 1 8—Dec., 1852.
2000	Goginan (lead), Cardiganshire, Wales	8	20	—	22 0 0	—
1024	Gonnamena (copper), St. Cleer	12 1/2	16	16	0 7 6	0 7 6—Dec., 1852.
96	Great Consols (copper), Gwennap	1000	200	—	353 6 8	—Jan., 1851.
50000	Great Onslow Consols, Camelford	1 1/2	—	—	0 2 0	0 2 0—June, 1852.
13730	Great Polgoth (tin), St. Austell	100	175	4 1/2	6 10 0	0 4 0—Oct., 1852.
119	Great Work (tin), Gernoe	100	175	—	156 10 0	7 10 0—Feb., 1853.
1024	Herodsfoot (lead), near Liskeard	25	20	10	0 7 6	0 2 6—Aug., 1851.
1000	Holmshut (lead), Callington	25	21	—	25 0 0	—Feb., 1844.
2000	Holyford (copper), near Clippary	11	7	—	0 5 0	0 5 0—Sept., 1852.
76	Jamaica (lead), Mold, Flintshire	31.13s. 6d.	3 1/2	—	224 0 0	—
786	Kirkcubrightshire (lead), Kirkcubright	9 1/2	4 1/2	4 1/2	0 15 0	0 10 0—Dec., 1852.
1000	Lewis (tin, copper), St. Erth	17	10	—	2 0 0	0 10 0—Aug., 1851.
163	Levant (copper, tin), St. Just	125	100	—	1036 0 0	2 0 0—Feb., 1852.
1000	Liburne (lead), Cardiganshire, Wales	75	1000	—	745 0 0	—1847.
5000	Merlyn (lead), Flint	150	175	4 1/2	10 0 0	0 4 0—Feb., 1853.
107	Miller (lead), Flint	150	175	—	10 0 0	0 10 0—Oct., 1851.
30000	Mineral Co. of Ireland (copper, lead, coal)	7	18 1/2	22 22 1/2	8 1 0	0 7 0—Dec., 1852.
200	North Pool (copper, tin), Pool	22 1/2	315	—	263 0 0	7 10 0—Dec., 1852.
140	North Roskar (copper), Camborne	10	180	—	240 10 0	3 0 0—Jan., 1853.
6000	North Wheal Basset (copper, tin), Illogan	11 1/2	12	11 1/2	1 11 0	0 5 0—March, 1853.
6100	Par Consols (copper), St. Blazey	1 1/2	20	19 1/2	22 6 0	0 15 0—March, 1853.
1160	Perran St. George (cop., tin), Perranzabuloe	21 1/2	40	—	1 15 0	0 10 0—June, 1851.
200	Phanix (copper, tin), Linkinghorne	30	750	—	240 0 0	10 0 0—Dec., 1852.
1000	Pobberro (tin), St. Agnes	15	13	—	4 5 0	0 1 0—Dec., 1852.
580	Providence Mines (tin), Uny Lelant	20 1/2	25	—	19 9 0	0 15 0—Feb., 1853.
1945	Rix Hill (tin), Tavistock	3 1/2	2 1/2	—	0 8 0	0 4 0—Jan., 1853.
23200	Rorington (lead), Snailbeach, Shrewsbury	1	1 1/2	—	0 2 2	—July, 1852.
236	South Caradon (copper), St. Cleer	2 1/2	240	235	271 10 0	4 0 0—March, 1853.
9000	South Tamar (silver-lead), Redruth	1 1/2	8	8	0 15 0	0 5 0—Feb., 1853.
236	South Tolgus (copper), Redruth, Cornwall	16	250	243	61 0 0	5 0 0—Feb., 1853.
518	South Wheal Frances (copper), Illogan	37 1/2	195	197 1/2	217 15 0	6 0 0—March, 1853.
1024	Sparrow Consols (tin), St. Just, Cornwall	10 1/2	10 1/2	10 1/2	8 1 0	0 10 0—March, 1853.
1024	St. Aubyn and Grylls (copper, tin), Breage	3	10 1/2	10 1/2	0 17 6	0 7 6—April, 1852.
91	St. Ives Consols (tin), St. Ives	80	125	—	880 0 0	5 0 0—April, 1853.
1000	Stray Park and Camborne Vein (copper)	16	9	—	11 10 0	—
9600	Tamar Consols (silver-lead), Beeralston	4 1/2	4 1/2	4 1/2	4 11 0	2 0 0—Feb., 1853.
6000	Tinctor (copper, tin), near Pool, Illogan	7	11 1/2	11 1/2 x d	6 18 6	0 10 0—Feb., 1853.
512	Trehan (silver-lead), Menheniot	2 1/2	25 1/2	25 1/2	15 12 6	1 0 0—Feb., 1853.
5000	Trevelgan Consols (copper), Redruth	6	2	2	1 3 0	0 5 0—Oct., 1847.
96	Tresavean (copper), Gwennap, Cornwall	32 1/2	200	—	4680 15 0	—1848.
129	Trethellan (copper), Gwennap, Cornwall	14	14	—	402 10 0	—April, 1851.
120	Trevelick and Harrier (copper), Gwennap	130	135	—	285 10 0	2 10 0—Jan., 1853.
190	Trumpet Consols (tin), near Helston	95	135	—	25 0 0	5 0 0—Dec., 1852.
490	United Mines (copper), Gwennap	40	412 1/2	420	23 15 0	10 0 0—Jan., 1853.
1024	Wellington (copper, tin), Perranzabuloe	7 1/2	8	—	2 6 0	0 5 0—March, 1851.
236	West Caradon (copper), Liskeard	20	37	30 1/2	265 0 0	0 5 0—Feb., 1853.
1024	West Providence (tin), St. Erth	5	37	33 34 36 1/2	15 0 0	2 10 0—March, 1853.
236	Wheal Basset (copper), Illogan	10 1/2	610	630 635	370 0 0	20 0 0—Feb., 1853.
236	Wheal Brewer (copper), Gwennap	4	30	—	5 0 0	—
236	Wheal Buller (copper), Redruth	5	1300	1300 1310	242 10 0	22 10 0—Jan., 1853.
236	Wheal Clifford (copper), Gwennap	—	130	—	1 8 2	1 8 2—Dec., 1852.
4250	Wheal Exmouth and Adams United	4 1/2	7 1/2	—	0 7 6	0 2 6—Dec., 1852.
100	Wheal Friendly (tin), St. Agnes	70	10	—	5 0 0	5 0 0—1850.
128	Wheal Friendship (copper), Devon	120	125	—	2349 10 0	10 0 0—Jan., 1853.
5000	Wheal Jannet (silver-lead), Perranzabuloe	—	20	3 1/2	1 5 0	0 5 0—Sept., 1852.
512	Wheal Jane (silver-lead), Ken	—	20	—	2 10 0	1 10 0—Feb., 1853.
430	Wheal Lovell (tin), Wendron	33	48	—	17 10 0	2 10 0—Oct., 1852.
112	Wheal Margaret (tin), Uny Lelant	79	117	—	196 0 0	2 10 0—May, 1852.
512	Wheal Mary Ann (lead), Menheniot	5 1/2	45	44	23 5 0	1 0 0—Sept., 1852.
80	Wheal Owles, St. Just, Cornwall	70	300	—	85 3 0	12 10 0—Feb., 1853.
6400	Wheal Procter (lead & antimony), St. Kew	1	1 1/2	1 1/2	0 1 0	0 1 0—March, 1853.
240	Wheal Reeth (tin), Uny Lelant	20 1/2	54	56	40 10 0	3 0 0—Sept., 1852.
78	Wheal Seton (tin, copper), Camborne	107	210	—	227 10 0	4 0 0—Dec., 1852.
320	Wheal Trevelyan (silver-lead), Liskeard	8 1/2	68	—	29 10 0	3 0 0—Jan., 1853.
1024	Wheal Tremayne (tin, copper), Gwennap	9 1/2	28 1/2	28	0 5 0	0 10 0—Dec., 1852.
5000	Wicklow (copper), Wicklow	5	63	74 73 1/2	19 15 0	1 5 0—Feb., 1853.

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Alten Mining Company (copper), Norway	£14 1/2	7 1/2	7 1/2	3 10 0	0 10 0—Dec., 1852.
72000	Baden, Grand Duchy of	1	1 1/2	1 1/2	0 1 0	0 1 0—Nov., 1852.
10000	Bahian Imperial (gold), Brazil	25	5 1/2	—	34 17 0	—Dec., 1844.
2464	Burra Burra (copper), South Australia	5	138	—	130 0 0	5 0 0—Dec., 1852.
12900	Cobre Coppee Company (copper), Cuba	40	49 1/2	47 48	56 12 0	3 0 0—Jan., 1853.
10000	Copiapu Mining Company (copper), Chile	14	6 1/2	—	3 18 0	0 5 0—Oct., 1851.
20000	General Min. Assoc. (iron, coal), Nova Scotia	20	18 1/2	—	7 1 0	0 5 0—Jan., 1852.
9000	Linares (lead), Potosi, Bolivia	2	12 1/2	13 x d	1 3 0	0 5 0—Sept., 1852.
2700	Marmato (gold), Colombia	2 1/2	12	—	4 0 0	1 0 0—Nov., 1852.
150000	Mariposa and New Granada	1	1 1/2	—	0 1 0	0 1 0—Jan., 1853.
20000	Mexican and South American (cop.), Mexico	9	8 1/2	8 1/2	4 10 0	0 5 0—Jan., 1853.
7000	Royal Santiago (copper), Cuba	12	7	—	33 4 0	—Jan., 1853.
11000	St. John del Rey (gold), Brazil	15	30 1/2	30 1/2	19 17 6	2 0 0—Nov., 1852.
43714	United Mexican (silver), Mexico	Av.	6 1/2	6 1/2	1 16 6	0 4 0—Feb., 1853.

MINES WHICH HAVE SOLD ORES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
6000	Ashford Consols (sil.-lead, cop.)	1	1 1/2	1 1/2	—	—
10000	Altarnun Con. (tin, cop.), Altarnun	1	—	—	—	—
10000	Altogether Consols Sil. Quarry	2	2 1/2	—	—	—
4000	Augusta Con. (cop., Bridestowe 26s. 6d.)	10	—	—	—	—
940	Balnoon Con. (tin), Uny Lelant	—	—	—	—	—
5000	Bat Hole, Worthen, Salop	17. 8s. 6d.	—	—	—	—
5000	Bell and Lanarth, Gwennap	9 1/2	23 1/2	—	—	—
6000	Birch Tor and Vifler, Lydford	2	—	—	—	—
6000	Bishopston, Glamorganshire	17. 17s.	—	—	—	—
955	Bodmin Con. (lead), Wadebridge	10	7	—	—	—
6144	Bodmin West Downs (tin, cop.)	1	—	—	—	—
120	Bollwold and Nanpean (tin)	20	18	—	—	—
4000	Boringdon Consols, Plymouth	3 1/2	—	—	—	—
240	Boscawen (tin), St. Just	20 1/2	25	—	—	—
2400	Boscon (tin), St. Just	1	3	—	—	—
5250	Bottle Hill (copper), Plymouth	2	—	—	—	—
4000	Brace Goch Slate Quarries	1 1/2	—	—	—	—
4000	Breadford (lead), Wales	8s. 6d.	—	—	—	—
2390	Bryntal, Llanidloes	3 1/2	8	—	—	—
—	Budnick Consols (tin), Perran	6 1/2	8	—	—	—
1500	Busparvo (tin, cop.), Gwennap	1	1	—	—	—
2000	Bwlich (sil.-lead), Cardiganshire	4	3	—	—	—
7000	Cae-Gwynon, Cardiganshire	1	3	—	—	—
1024	Caerphilly and Carharron, S. Wales	3	4	—	—	—
3000	Cally (cop., lead), Kirkcubright	21 1/2	18	—	—	—
4000	Calstock Consols (copper)	4 1/2	1 1/2	2 2 1/2	—	—
4000	Calstock United (tin and cop.)	2 1/2	2	—	—	—
1024	Cardon Consols, St. Cleer	2	17	—	—	—
2000	Carbana (tin, copper), Crowan	6	4	—	—	—
2048	Carnyorth (tin), St. Just	1 1/2	1	—	—	—
3000	Carthow (cop., lead), Wadebridge	6 1/2	9	—	—	—
1036	Carvannall (copper), Gwennap	13s. 9d.	—	—	—	—
2048	Castle Dinas (tin), St. Colomb	1	1 1/2	—	—	—
200	Cefn Brynall (lead), Cardiganshire	35	10 1/2	—	—	—
5000	Charlestown United, Cornwall	18s.	3	—	—	—
1024	Cilgarn & Wentworth (tin, cop.)	4	5 1/2	—	—	—
2000	Cod Maw Pool (lead), Llanwr	10	10	—	—	—
900	Court Moor, Cardiganshire	10	10	—	—	—
1055	Cradlock Moor (cop., St. Cleer)	47 1/2	15	—	—	—
600	Craig-y-Mwyn (lead), Llanrhadr	8 1/2	7	—	—	—
250	Craie and Boscawen, Camborne	25 1/2	17 1/2	—	—	—
512	Creechbawse (copper), Cornwall	13 1/2	35	—	—	—
1000	Crookhaven (copper), Cork	10	20	—	—	—
5000	Cubert (silver-lead), Cornwall	2	2 1/2	2 1/2	—	—
10000	Cwm Daren (lead), Cardiganshire	3	3 1/2	—	—	—
6000	Cwm Daren (lead), Cardiganshire	3	5	—	—	—
4600	Dalton (tin), Gwennap	2	3 1/2	—	—	—
1000	Cwm Erth (lead), Cardiganshire	8	1	—	—	—
2000	Cyfnedd Fawr, Llanegryn	4	2	—	—	—
3000	Dalrhyw (cop., lead), Brecon	1 1/2	4	—	—	—
1000	Darren (sil.-lead) Cardiganshire	4 1/2	4 1/2	—	—	—
7200	Derwent (sil.-lead), Durham	12	4	—	—	—
3000	Devon and Courtenay (copper)	3 1/2	1	—	—	—
1024	Devon & Cornwall United (cop., 7/18s. 6d.)	4	—	—	—	—
1600	Devon Great Tincoft (tin)	2	2	—	—	—
6600	Devon Kapunda (cop. & sil.-lead)	3 1/2	3	—	—	—
3000	Dhuroe (copper), Ireland	1	—	—	—	—
1000	Dolfernymoor (cop.), Merioneth	4	—	—	—	—
12	Drift Moor (tin), Brecon	5	6	—	—	—
—	Duke of Cornwall (copper)	—	—	—	—	—
3000	Dyffrynwm (lead), Wales	11 1/2	12	—	—	—
4000	East Alfred Consols (lead, & p.)	16s.	—	—	—	—
1306	East Balaeswidwen, Sancerre	2 1/2	2	—	—	—
256	East Basset (copper), Redruth	18	33	—	—	32
2500	East Birch Tor (tin), Devon	3	3	—	—	34
1948	East Crowndale (cop.), Tavistock	6	6	—	—	34
1000	East Froongoch (lead)	1 1/2	10	—	—	34
4000	East Gannin Lake (copper)	1	2 1/2	—	—	34
1024	East Halamaning (tin)	1	2 1/2	—	—	34
512	East Seton & W. Maude, Redruth	11 1/2	6	—	—	5 1/2
9000	East Tamar (sil.-lead), Beauferris	1 1/2	2	—	—	2 1/2
256	East Tolgus (copper), Redruth	10	37	—	—	—
2048	East Wheel Bedford, Tavistock	1 1/2	2	—	—	—
2048	East Wheel George, Walkham	2	—	—	—	—
512	East Wheel Leisure, Perran	10	10	—	—	—
1024	East Wheel Margaret (tin, cop.)	4 1/2	11 1/2	—	—	12 1/2 13
564	Eaton Mountain, Derbyshire	10	12 1/2	—	—	—
1024	Eaton Mountain (tin)	3	20	—	—	—
1280	Egair Les, Llanfihangel-y-Croft	7	20	—	—	—
32	Fon Darque (lead), Cumberland	12	50	—	—	—
2000	Gallt-y-Maen, Merioneth	3	2 1/2	—	—	—
5000	Garreg (lead), Flint	17 1/2	1	—	—	—
2048	Girifon (copper) Wales	—	9	—	—	—
2500	Georgia Consols (tin), St. Ives	5 1/2	5	—	—	—
12000	Gorn (lead), Llanidloes	12 1/2	—	—	—	—
243	Grimbar & St. Aubyn (copper)	94	32 1/2	—	—	—
600	Great Beam (tin), St. Austell	20	21	—	—	—
6750	Great Bryn Consols (cop., tin)	2	1 1/2	—	—	—
4000	Great Cowarth, Merioneth	3 1/2	3 1/2	—	—	—
30000	Great Crinnis (copper)	1	1 1/2	—	—	—
1024	Great Wheel Alfred, Phillack	22 1/2	42	—	—	42 1/2 43
5120	Great Wheel Badden (tin)	2 1/2	2 1/2	—	—	—
1025	Gustavus Mines, Camborne	8s. 11d.	2	—	—	—
512	Halamaning and Croft Gthall	75	160	—	—	—
512	Hawke's Point, Uny Lelant	6 1/2	3	—	—	—
8192	Hawknor (tin & cop.), Calstock	6 1/2	1 1/2	—	—	1 1/2
1000	Hennock (silver-lead), Hennock	6	5	—	—	—
6000	Hington Down Consols (tin)	2 1/2	1 1/2	—	—	—
20000	Kennare and West of Ireland	1	1 1/2	—	—	1 1/2 3/4
1024	Keneggy (copper), Breague	8s. 2d.	5	—	—	—
1200	Keswick (lead), Portiscale	18	10	—	—	10 10 1/2
3000	Kilbricken (silver-lead), Clare	4 1/2	4 1/2	—	—	—
1698	Lamheroo Wheel Maria (cop.)	18	3	—	—	—
1024	Lamin (copper), Gwennap	3 1/2	3 1/2	—	—	—
2524	Lanark Con. (cop.), Gwennap	4	4	—	—	—
250	Leeds and St. Aubyn (tin, cop.)	5	2 1/2	—	—	—
1200	Leeds Town (tin, cop.), Crowan	2 1/2	2 1/2	—	—	—
250	Leeds Consols (tin), Uny Lelant	6 1/2	1 1/2	—	—	—
10000	Llynnonlee (lead), Cardiganshire	1 1/2	1 1/2	—	—	—
4000	Lovenden United (lead), Cardigan	3	3	—	—	—
5005	Lydford Consols (lead)	17. 8s.	—	—	—	—
5000	Marke Valley (cop.), Caradon 4/10s. 6d.	5	—	—	—	—
1024	Melin Llyn-y-Pair, Merioneth	2 1/2	6	—	—	—
5000	Meridip Hills (lead), near Bristol	2 1/2	7	—	—	—
466	Mengearne and Trengstun (tin)	8	8	—	—	—
2400	Middleton (lead), Snnlbreach	—	4 1/2	—	—	—
1024	Mill Pool (tin, cop.), St. Ives	5	6 1/2	—	—	—
2000	Milton Great Consols (cop., lead)	4 1/2	4 1/2	—	—	—
2000	Moiland (cop., South Bristol)	4 1/2	4	—	—	—
1024	Mount Tisek (tin, cop.), Lelant	1	12	—	—	—
320	Nansogellon, (tin), Camborne	14 1/2	1	—	—	—
15000	Nantlle Vale (slate), Llanfyllin	1	1	—	—	—
2000	Nant-y-Car (cop., nr. Bhaeyard 3/4s.)	1	7	—	—	—
1024	North Abram (copper), Crowan	1	1	—	—	—
1024	North Buller (copper), Redruth	8 1/2	10	—	—	10 1/2
6000	North Damsel (cop.), Gwennap	1	1	—	—	—
2000	North Downs (copper), Redruth	1	2	—	—	—